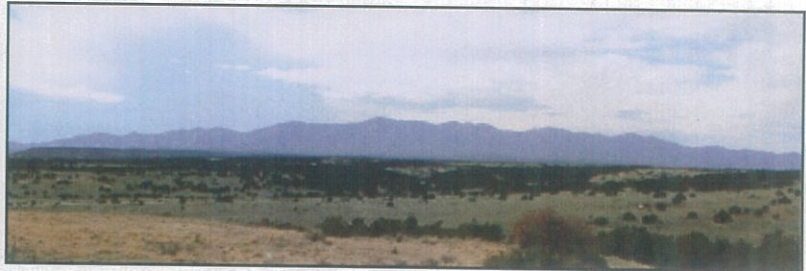
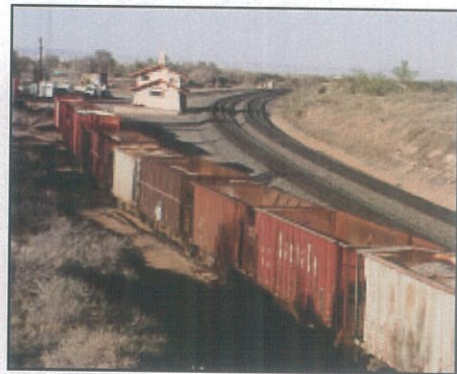


August 2004

Town of Mountainair *Comprehensive Land Use Plan*



Prepared by:
Mid-Region
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COMPREHENSIVE LAND USE PLAN
for the
TOWN OF MOUNTAINAIR, NEW MEXICO

Adopted by the Town Council
July 13, 2004

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PART I

INTRODUCTION AND PURPOSE

A comprehensive plan provides guidance to community officials and residents concerning how they want their community to develop over the next 20 years and beyond. The plan presents goals, objectives, and strategic action recommendations that will assist in managing the evolution of the Town. A comprehensive plan is also an official legally binding document that is approved by a local government as a policy guide for making future improvements to the community.

Over the past year the Mountainair public has helped to provide the basis for a generalized vision of the community. Public meetings, planning workshops, and community surveys were used to gather public opinions and attitudes concerning the present status and future expectations for the Town. Extensive public involvement has been sought throughout the planning process to ensure sound public support of the comprehensive plan.

The Mountainair Comprehensive Land Use Plan is organized into the following five chapters: Chapter 1 (Introduction and Purpose); Chapter 2 (Community Profile); Chapter 3 (Trends and Projections); Chapter 4 (Goals and Objectives); and Chapter 5 (Recommendations and Action Plan). The Community Profile section describes the essential nature of the Town in terms of information on the regional setting, present character of development, development history, population and housing, local economy, transportation and circulation, and community facilities and services. The Trends and Projections section presents forecasts of population, housing, and employment for 2025. This section also analyzes present and future land uses and the transportation network in Mountainair. The goals and objectives reveal a community vision that sets the stage for the more specific strategic action recommendations, which are broken down into short, medium, and long-range time frames.

The purpose of the Comprehensive Plan is to provide a policy framework for the growth and development of the Town of Mountainair through goals, objectives, and strategic action recommendations. As a result of the financial realities of the Town of Mountainair, implementing all of the Comprehensive Plan recommendations will be a difficult challenge. However, the Town of Mountainair must commit to stand by the Comprehensive Plan and do their best to implement all of the recommendations. It is also recommended that the comprehensive plan be reviewed on a regular basis and revised as necessary to reflect changes in local, State, and Federal law, changes in funding sources, and modifications in the local population, housing, and employment sectors.

PART II

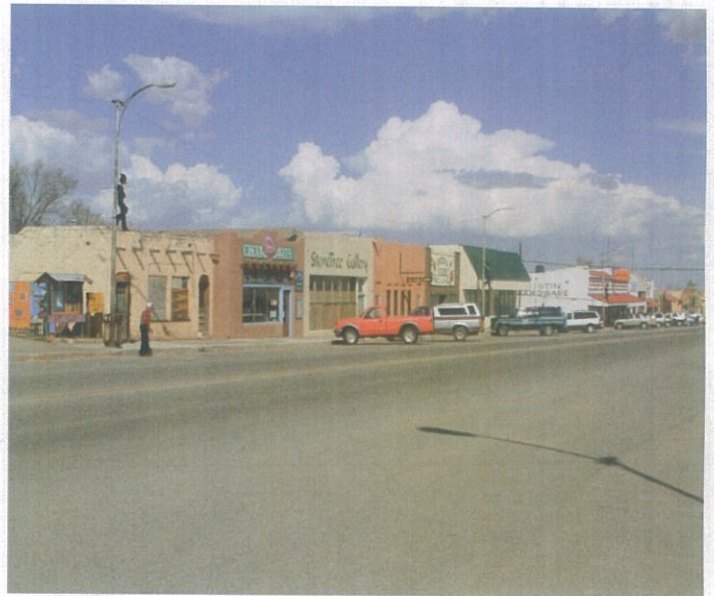
COMMUNITY PROFILE

This community profile reveals the historical background, character of development, and present-day conditions of an established settlement. It is an assessment of the Mountainair community that provides a setting for projecting future possibilities and consequences of development. It is the basis upon which development strategies are determined. The following community profile is a comprehensive summary of Mountainair, and is intended to provide a common understanding of the Town and its residents.

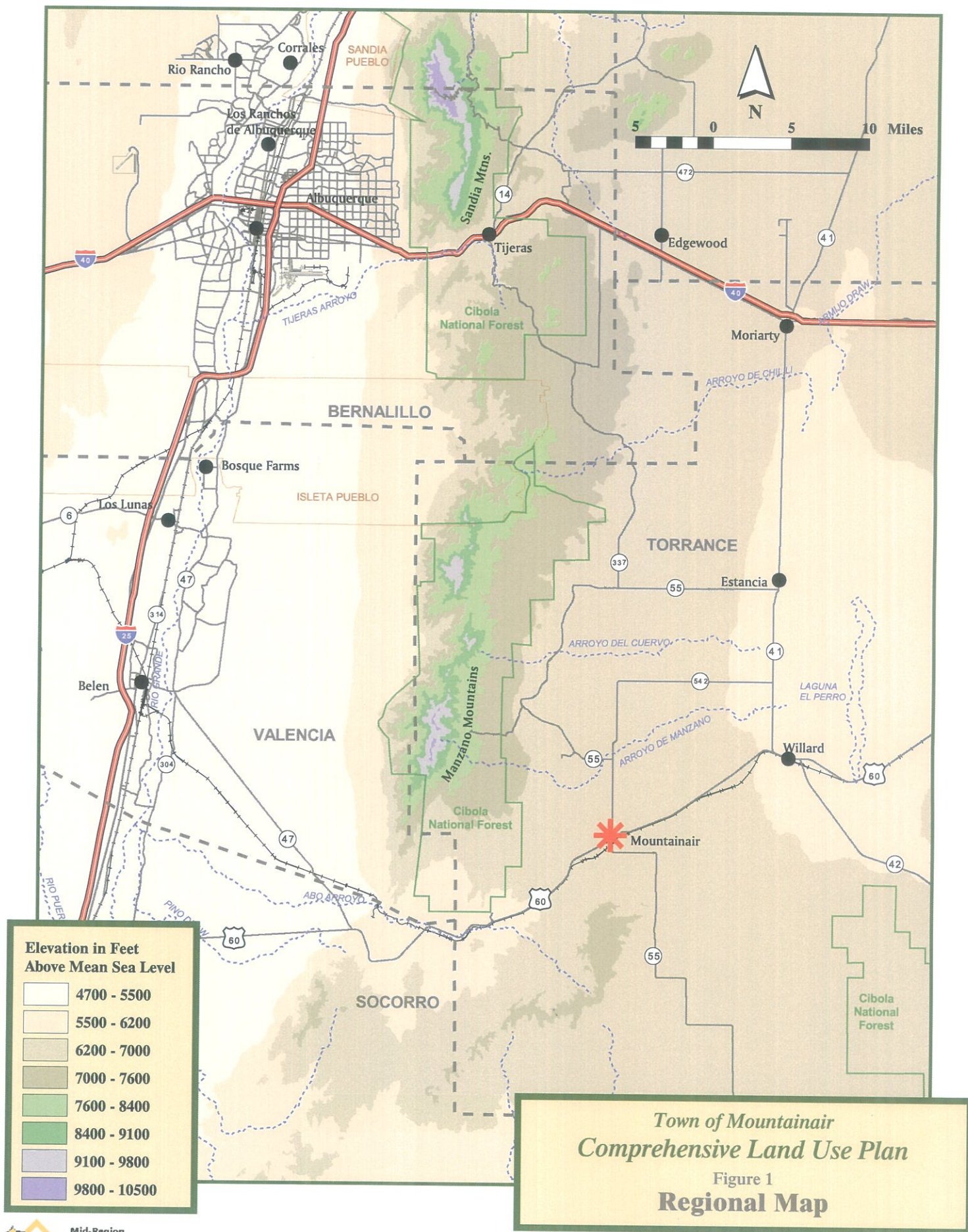
Regional Setting

The Town of Mountainair is located near the geographic center of New Mexico in the southwestern portion of Torrance County, approximately 80 miles southeast of Albuquerque (see Figure 1). Mountainair is located in the southern portion of the Estancia Basin, perched in the foothills of the Manzano Mountains at an elevation of 6,495 feet. Mountainair's neighboring municipalities include Willard, Estancia, and Moriarty in Torrance County, and Belen to the west.

Mountainair is located at the junction of US 60 and NM 55. These two major highways are crucial to the Town's economy, bringing truckers and travelers through Mountainair. The Town is also situated on the nationally-designated Salt Missions Trail, and is home to the Salinas Pueblos Missions National Monument Visitor Center. Many visitors pass through Mountainair in order to visit the awe-inspiring mission churches of Abo, Quarai, and Gran Quivira. Mountainair is close to numerous campgrounds, hiking, and horseback trails scattered throughout the neighboring Cibola National Forest.



Downtown Mountainair



Character of Development

The gridded street pattern in Mountainair reveals its origin as a traditional railroad town with blocks of land platted for a quick sale and with easy circulation and access to the depot area. Although this street network is highly efficient for local movement, there was often little attention given to the topography or drainage characteristics of the land. Consequently, Mountainair is occasionally subject to localized street flooding and ponding of storm water.

Today, Mountainair has lost its affiliation with the railroad because the depot no longer functions as a passenger station and mail service facility. The depot building and its surrounding area remain as a maintenance facility and business office owned by the Burlington Northern and Santa Fe Railroad. Nevertheless, due to the large number of freight trains passing through the Town, there is still a railroad town character that permeates the community.



Santa Fe Railway Depot

Commercial and business development in Mountainair is concentrated along US 60 and NM 55. Much of the traffic passing through Mountainair is connecting to the I-25 and I-40 interstate highway corridors. US 60 runs parallel to the rail line and is sometimes used as an alternate route to the interstate highways by transcontinental truckers. In effect, US 60 through the Mountainair town limits is the "Main Street" of the community. This corridor is the historical spine of the Town and is currently undergoing a period of renovation and improvements. This main street corridor is wide and, in the central portion of Town, covers several blocks on either side of the street. There are a number of historical structures in this corridor, worthy of preservation and protection.

Mountainair is a relatively small town, with a population that has generally remained between one and two thousand for the past 60 years. The historical residents of the community come from hard-working backgrounds, including railroad workers, farmers, ranchers, professionals, and entrepreneurs of commerce and industry. More recently, Mountainair is attracting more diversity in its residents, including retirees, artists, and people who just want to escape from crowded urban areas. The evolving character of its residents will undoubtedly influence the business sector and the style and intensity of development of the Town.

History of the Community

Mountainair gets its name from the cool summer breezes that blow off the Manzano Mountains. The Town of Mountainair was incorporated in 1903 by three men: John W. Corbett, Col. E.C. Manning, and former Kansas governor E.S. Stover. Two important actions contributed to the establishment of Mountainair. The first was the Homestead Act of 1889, which brought settlers into the Estancia Valley. The second action involved plans by the Atchison, Topeka & Santa Fe Railroad to build a cutoff route to Belen through the Abo Pass linking Belen, New Mexico and Amarillo, Texas. Mr. Corbett became aware of these plans, and established a townsite in 1901 beside the proposed rail station at the summit of Abo Pass. However, a financial panic on Wall Street in 1903 delayed the construction of the cutoff until 1906. The first passenger trains rolled through Mountainair in 1907, and the train depot was completed in 1908. The Mountainair station was an active passenger and mail depot until the AT&SF Railroad terminated those services in the late 1960s.

Soon after the railroad was completed, Mountainair began to flourish, and quickly became known as the "Pinto Bean Capitol of the World", as a result of extensive bean farming in the area. Pinto bean farming began in Mountainair about 1911, with the boom lasting until the mid 1950s. Hundreds of factory workers turned Mountainair into the world's largest pinto bean processing center. At the height of the pinto bean industry, 765 carloads, grown on about 45,000 acres were shipped out of Mountainair during one season. The industry received a huge boost during both World Wars, as these beans were shipped overseas to feed American soldiers. During this productive time, Mountainair boasted a population of almost 5,000 residents. However, a prolonged drought that began in 1946 and lasted for almost ten years brought about the end of pinto bean production in the community primarily due to the "dry land" farming techniques that were dependent on capturing rainfall to provide water to crops. It was so dry during this time that the government sponsored a program that paid farmers to let their fields lie fallow so the soil would not blow away. The local economy changed from bean farming to ranching, which was less labor-intensive.

The availability of water has always been a problem for Mountainair. The location of the townsite was influenced by the requirements for a railroad stop; not because of natural water resources, which is the most common location factor in most other communities. As a result, early settlers had to haul their water supplies from various locations where water was more accessible. Today, the primary water supply for Mountainair is piped out of the Estancia basin, although wells are located in a number of locations outside of the municipal limits.

The population of Mountainair remained fairly stable during the depression years. Due to its status as a regional center, and because it was the largest town in Torrance County, Mountainair was the recipient of funding programs under the Works Progress Administration and related agencies.

In 1934, construction began on the Municipal Auditorium (presently known as the Dr. Robert J. Saul Recreation Center) which produced an outstanding building constructed of local materials using sandstone quarried in nearby canyons and tree-trunk pillars and hewn beams from trees in the Manzano Mountains. The Municipal Auditorium and attached buildings are listed on the National and State Registers of historical places and cultural properties (see Figure 2). The Municipal Auditorium has served multiple uses and contained large public gatherings over the years; and still remains one of the most prominent buildings in Town.



Dr. Saul Recreation Center

The drought, along with the opening of Interstate 40, which caused U.S. Highway 60 to become a secondary route, caused Mountainair's population to drop below 1,000 residents. However, in the 1980s Mountainair began attracting residents that preferred Mountainair's rural lifestyle. This growth continued in the 1990s as the Town grew from 926 persons (1990) to a population of 1,116 (2000), a population increase of 20 percent.

Mountainair has seen a revitalization of the arts in recent years, with many artists locating their studios and galleries along Broadway. However, artists have been coming to Mountainair for many years. In 1923, Clem and Lena (Imboden) Shaffer known as "Pop and Mom" constructed the eclectic Shaffer Hotel. The Shaffer Hotel and Rancho Bonito, built in 1937, are on the State and National Register of Historic Places (see Figure 2).

Mountainair also continues to attract visitors with its abundant recreational opportunities. Manzano State Park, Cibola National Forest, and the Salinas Pueblo Missions National Monument, which contains three mission churches (Quarai, Abo, and Gran Quivira) attracts many tourists every year. The Salinas Pueblo Missions Monument Visitor Center is located in Mountainair along US 60. Because of these three monuments, Mountainair is known as the "Gateway to the Ancient Cities."

Town of Mountainair Comprehensive Land Use Plan Figure 2 Cultural and Historical Buildings and Public Facilities



Population and Housing

Mountainair is a small municipality located in southern Torrance County, approximately 75 miles southeast of the City of Albuquerque. The year 2000 Census population of Mountainair was 1,116. Table 1 displays Mountainair's population, household, and housing data from U.S. Census information since 1970, and Table 2 displays Mountainair's total population since 1940, in comparison with other municipalities in Torrance County. There have been sizeable fluctuations in the Town's population over the years; Mountainair had as many as 1,605 persons in the 1960 Census and as few as 926 persons in the 1990 Census.

Table 1
1970-2000 Town of Mountainair
Population, Housing, and Households

Year	Population	Housing Units*	Households	Mountainair Average Household Size**	National Average Household Size
1970	1,022	363	368	2.78	3.14
1980	1,170	567	516	2.26	2.76
1990	926	455	358	2.59	2.63
2000	1,116	545	452	2.47	2.59

Source: U.S. Bureau of the Census and MRGCOG

* Includes vacant units

**A portion of the population does not live in households, but in group quarters, dormitories, etc.

Another trend noted in Table 1 is the decreasing ratio of persons per household. National housing trends for decades have been toward smaller families, more childless couples, and more singles. Mountainair appears to be following these national housing trends, and is recently coming quite close to the national average household size.

Table 2
1940-2000 Population in
Torrance County Incorporated Municipalities

	1940	1950	1960	1970	1980	1990	2000
Encino	652	408	346	250	155	131	94
Estancia	668	916	797	721	830	792	1,584
Moriarty	--	--	720	758	1,276	1,399	1,765
Mountainair	1,477	1,418	1,605	1,022	1,170	926	1,116
Willard	462	296	294	209	166	183	240

Source: U.S. Bureau of the Census

Mountainair was the largest incorporated municipality in Torrance County until the late 1970s, when the City of Moriarty overtook Mountainair as the largest municipality in the County (see Table 2). The other incorporated municipalities in

the County are the Village of Encino, Town of Estancia, City of Moriarty, and Village of Willard. It should be explained that the recent spike in population in Estancia is attributed primarily to inmates at the new detention facility located on the east side of the Town.

Population Characteristics The age distributions of the residents of Mountainair in comparison with those distributions in Torrance County and the State of New Mexico are displayed in Table 3. The “under 20” age group makes up a large percentage (31.9) of Mountainair’s population; however, this percentage is not unusual and is similar to both County (32.8) and State averages (31). However, the Town of Mountainair has a significantly aging population. The median age of the Town is 37.7, while Torrance County’s is 34.8, and the State is 34.6. The aging population is also reflected in the high percentage of Mountainair’s elderly population (65 and over) which is considerably higher (17.6) than both Torrance County (9.7) and the State (11.7). The relatively large percentage of youngsters and elderly indicate that Mountainair has a large percentage of its population that is typically not in the work force. The high proportion of the population that is over 65 suggests that the Town will need to place a strong emphasis on addressing elderly issues such as housing, transportation, and medical care. At the same time, there is a need to continue to improve services and facilities for the youths in the community.

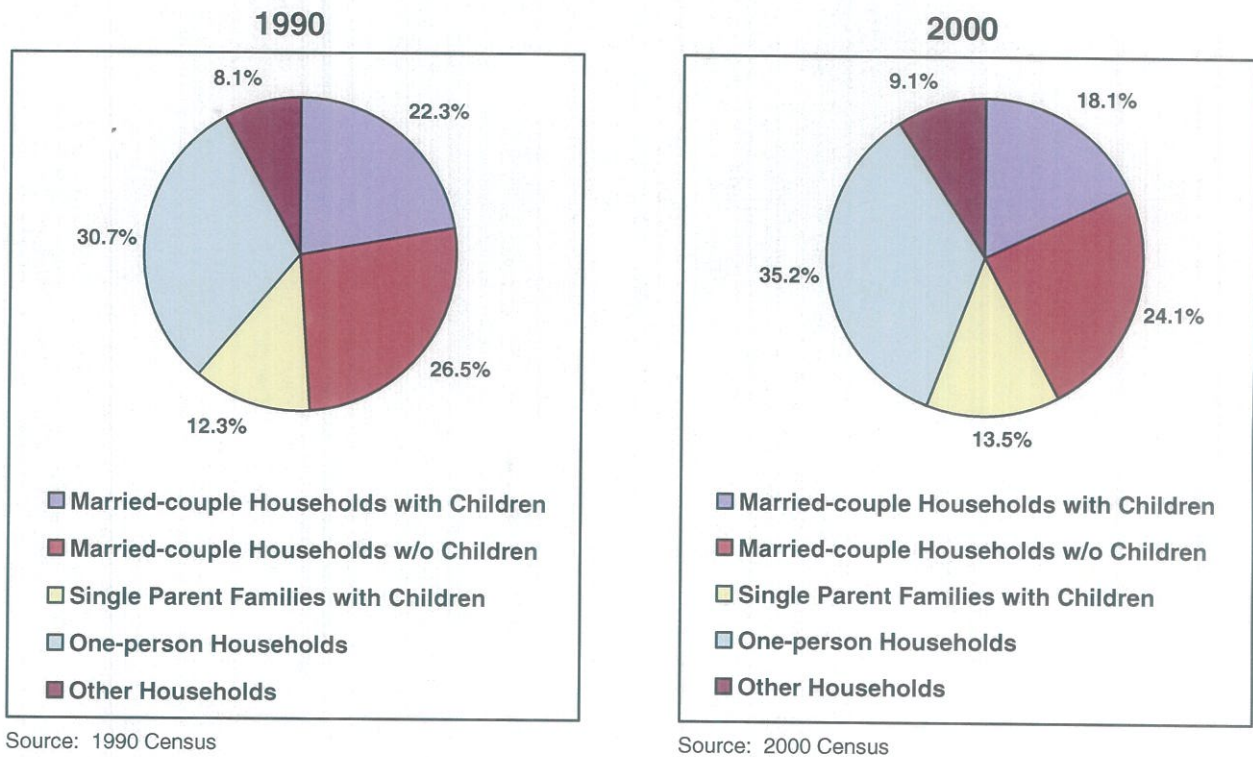
Table 3
2000 Age Distributions for Mountainair, Torrance County,
and New Mexico (by total and percentage)

Age Group	Mountainair		Torrance County		New Mexico	
	Total	Percentage	Total	Percentage	Total	Percentage
< 20	356	31.9	5,548	32.8	564,859	31.0
20-24	75	6.7	849	5.0	121,291	6.7
25-44	228	20.4	4,944	29.2	516,100	28.4
45-64	261	23.4	3,923	23.2	404,571	22.2
65-over	196	17.6	1,647	9.7	212,225	11.7
Totals	1,116	100.0	16,911	100.0	1,819,046	100.0

Source: 2000 Census

The composition of households and families in 1990 and 2000 are provided in Figure 3. In 1990, 48.8 percent of the households were headed by a married couple; the percentage of married couple households decreased to 42.2 in 2000. The percentage of single parent families with children increased from 12.3 percent in 1990 to 13.5 percent in 2000. The percentage of one-person households also increased, from 30.7 percent to 35.2 percent during the decade. In addition, the percentage of non-traditional households increased slightly, from 8.1 percent in 1990 to 9.1 percent in 2000. The decrease in traditional families with children, while the proportion of youths remains the same, may indicate a growing need for youth-oriented programs and facilities to maintain social stability in the community.

Figure 3
1990 and 2000 Household and Family Composition
for Mountainair



Indicators of community and labor force capability are the overall education levels of the population. In general, the educational attainment is lower for Mountainair residents than for the residents of Torrance County or the State as a whole, based on the statistics from the 2000 Census. Compared to both Torrance County and the State, a noticeably smaller percentage of Mountainair residents had graduated from high school; and a smaller percentage in Mountainair had finished college (see Table 4).

Table 4
2000 Education Levels for Persons Age 25 and Over
in Mountainair, Torrance County, and New Mexico
(in percentages)

	Mountainair	Torrance County	New Mexico
High School Graduate	71.4	77.1	78.8
College Graduate	13.9	14.5	23.4
Total Persons	713	10,556	1,134,801

Source: 2000 Census

The responses to the race and Hispanic origin questions on the 2000 Census forms have been cross-tabulated in Table 5, and indicate how individuals in Mountainair categorize themselves. More than fifty percent of the Mountainair

residents identified themselves as Hispanic. This is a complex designation because “Hispanic” is an ethnic label although many believe it to be a racial category. The cross-tabulation of the race and ethnic tables identifies a very distinctive category of origin that is typically defined as a minority group.

Table 5
2000 Race and Hispanic Origin Distribution
for Mountainair

Race	Hispanic	Non-Hispanic	Total
Total Population:	593	523	1,116
White	217	466	683
Black	3	17	20
American Indian	8	10	18
Asian or Pacific Islander	0	3	3
Other	327	3	330
Bi-racial	34	24	58
Multi-racial	4	0	5

Source: 2000 Census

More than half (55.1 percent) of persons in Mountainair who considered themselves to be of Hispanic ancestry selected “other” as the best description of their race. By contrast, slightly more than a third (37.2 percent) of the residents of Torrance County considered themselves to be Hispanic. In 2000, 42.1 percent of the population of New Mexico regarded themselves to be Hispanic.

Slightly more than 65 percent of the residents of the Town were born in New Mexico (see Figure 4), which is quite a bit greater than the statewide average of 51.5 percent. Torrance County was 53.6 percent native New Mexicans. There were few foreign born persons in the Town (1.9 percent); this contrasts with the statewide average of 8.2 percent. This statistic indicates a stable population base consisting of long-term residents.

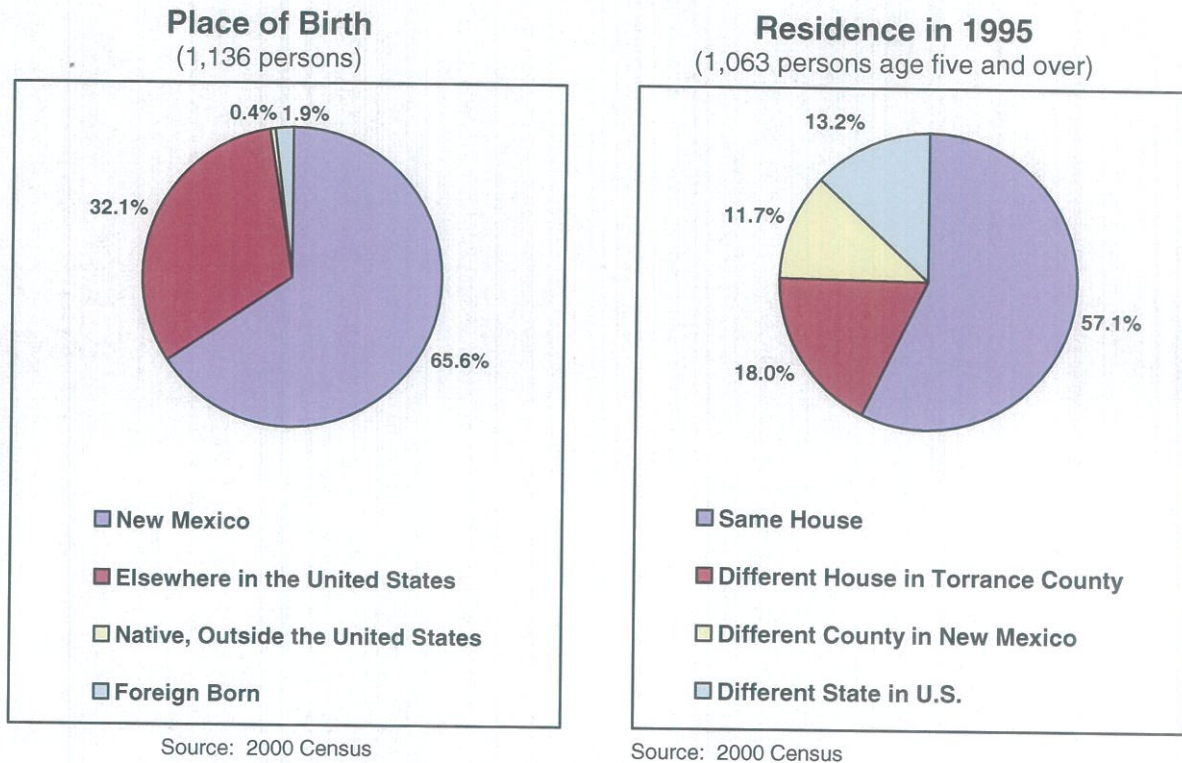


Shaffer Hotel



Weaver Apartments

Figure 4
Nativity and Migration for 2000
Mountainair Residents



Housing Characteristics Housing tenure (i.e., owner-occupied versus renter-occupied) data are provided in Table 6. A majority of the homes are occupied by their owners (58.9 percent), which is slightly higher than in 1990 (58.5 percent). The percentage of homes occupied by renters increased from 20.2 percent in 1990 to 24.0 percent in 2000. The balance of the housing was vacant, about 21 percent in 1990 and 17 percent in 2000.

Table 6
2000 Housing Tenure
in Mountainair

	2000 Number	2000 Percent	1990 Percent
Total Units (occupied and vacant):	545	100.0	100.0
Owner Occupied	321	58.9	58.5
Renter Occupied	131	24.0	20.2
Vacant	93	17.1	21.3

Source: 2000 Census and 1990 Census

Mountainair's 2000 vacancy rate was 17.1 percent, which was similar to the vacancy rate of Torrance County as a whole (17.0 percent). When comparing the municipalities that are located a comparable distance from Albuquerque, the municipalities along the Interstate system fare better in terms of lower vacancy rates than those not located along the Interstate system. Santa Rosa, Socorro, and Grants, which are located on the Interstate system roughly an hour's drive from Albuquerque, had vacancy rates ranging from 11.7 percent to 13.3 percent in 2000. In contrast, the municipalities that are roughly an hour's drive from Albuquerque that are not on the Interstate system have higher vacancy rates. These include Willard (16.5 percent), Mountainair (17.1 percent), Cuba (23.4 percent), Estancia (19.3 percent) and Encino (38.6 percent).

The housing stock of Mountainair is well established, with 54.8 percent of the structures built prior to 1960 and 79.2 percent of the structures built prior to 1980. The age of occupied housing is reported in Table 7.

Table 7
2000 Age of Occupied Housing
in Mountainair
(vacant units excluded)

Year Structure Built	Number of Units
1999 – March 2000	8
1995 – 1998	37
1990 – 1994	17
1980 – 1989	53
1970 – 1979	64
1960 – 1969	71
1940 – 1959	166
1939 or Earlier	137

Source: 2000 Census

The most prevalent housing type in Mountainair is designed primarily for single family occupancy (see Table 8). In 2000, single family houses and mobile homes accounted for 96.9 percent of the housing, while 3.1 percent were defined as multifamily housing units. According to the 1990 and 2000 Census, the number of mobile homes, however, more than doubled from 1990 to 2000. There were 84 additional mobile homes added to the housing stock during the decade, compared to 12 additional single-family, conventionally constructed houses. Currently, more than one fourth of the homes in Mountainair are mobile homes. It should be noted that the Census questionnaire does not differentiate between mobile homes and manufactured housing (typically a double-wide mobile home). Nevertheless, there is usually a perception that mobile homes are less desirable than conventional housing and can affect the property values of the community. New manufactured housing, however, is being designed and constructed with an appearance of conventional housing and with equivalent design standards.

Table 8
1990 and 2000 Housing Type
in Mountainair
(all housing units including vacant)

Type	2000 Number of Units	2000 Percent	1990 Percent
Single Family	380	68.7	80.9
Multifamily	17	3.1	2.2
Mobile Homes	156	28.2	15.8
Other Housing Units	0	0.0	1.1
Total	553	100.0	100.0

Source: 2000 Census and 1990 Census

During the 15 months prior to the 2000 Census, eight new housing units were reported (Table 7) but 74 new householders were reported (Table 9). Both these data items were from sample data so they should be considered approximations rather than exact numbers. The difference between the householders moving into units and the new housing units is the number of householders that moved into existing units (66 householders). What these data also reveal is that more than 40 percent of the current residents have been in Town for 15 or more years. The newcomers of the 1990s are therefore the majority of the population.

Table 9
2000 Year Householder Moved Into Unit

Year	Number of Units	Percent
1999 to March 2000	74	16.1
1995 to 1998	142	30.8
1990 to 1994	60	13.0
1980 to 1989	50	10.8
1970 to 1979	66	14.3
1969 or earlier	69	15.0
Total	461	100.0

Source: 2000 Census

Local Economy

The economic characteristics of Mountainair provide insight into the basic conditions and viability of the community. A healthy local economy provides both employment opportunities for residents and a stable tax base for the Town.

Economic Sectors of the Community Tourism plays a major role in the economic development of Mountainair. There a number of cultural and recreational attractions that steer people to the Mountainair area. Some of the major attractions include the following: Salt Mission Trail and mission churches, Salinas Pueblo Missions Monument Visitor Center, Shaffer Hotel, Rancho Bonito, Sunflower Festival, Rancher's Day, Firecracker Jubilee, Mountainair Heritage Event, and the activities of the growing arts community. Also, recreational

opportunities include hiking, camping, fishing, horseback riding, and bird watching in the Cibola National Forest and Manzano State Park. An inventory of regional cultural and recreational attractions surrounding Mountainair is found in Figure 5.

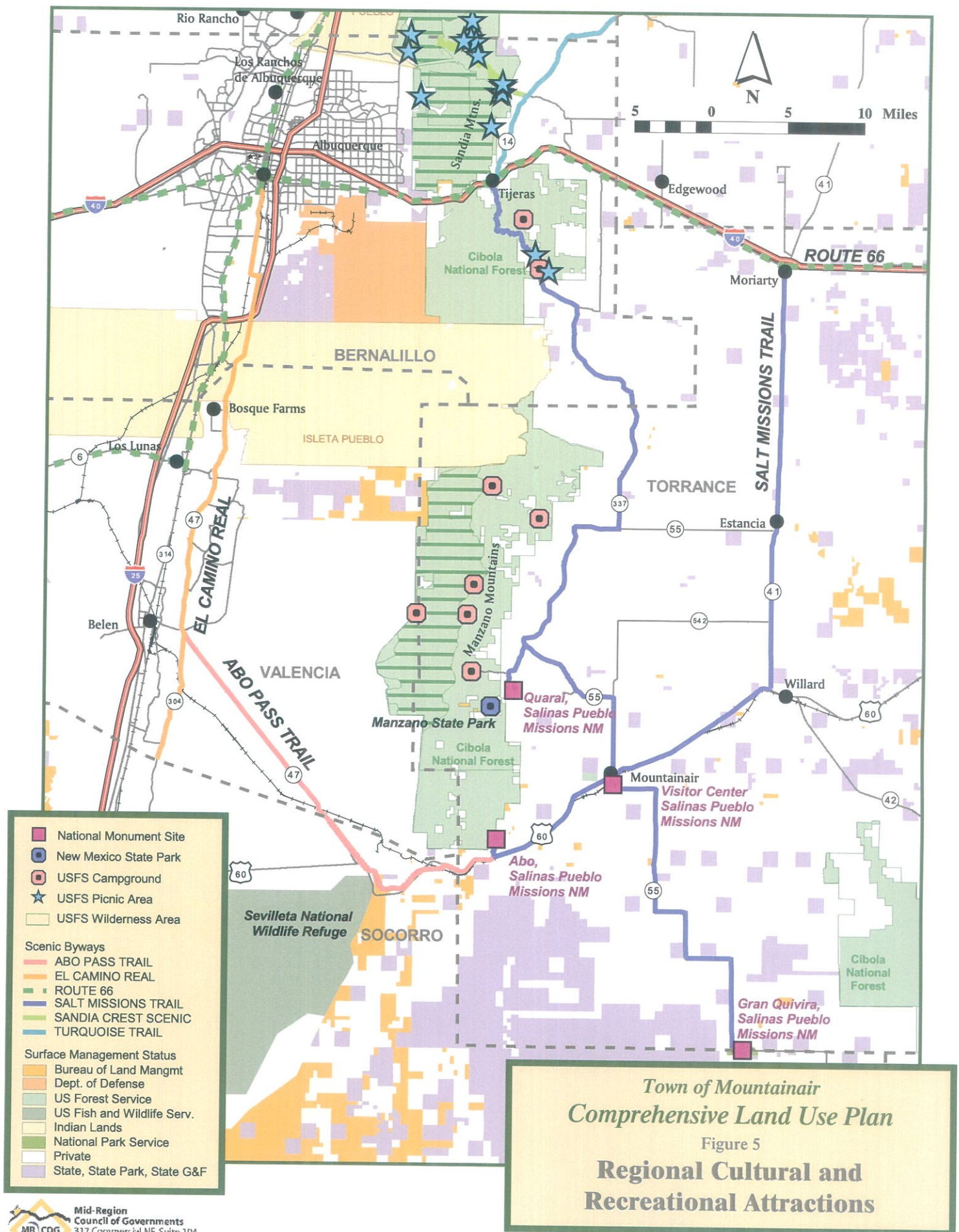
The railroad has played a large role in Mountainair's economy since the Atchison, Topeka, and Santa Fe Railway Depot was built in 1908. Although the trains no longer stop in Mountainair, approximately 100 to 150 freight trains pass through Mountainair every day. This activity brings in migrant railroad workers who work at the train depot and on the tracks.

Labor Force, Employment and Earnings Nearly half of the persons age 16 and over were included in the labor force, 92.5 percent of whom were employed. The 2000 labor force and employment statistics for Mountainair are presented in Table 10 with comparisons to Torrance County and the State of New Mexico. The percentage of the population in the labor force is lower in Mountainair than either Torrance County, as a whole, or the State. Both males and females in Mountainair have comparatively lower labor force participation rates; however, the female percentage (43.9) is lower than the male percentage (57.3). The unemployment rate for Mountainair was 7.5 percent compared to 6.0 in Torrance County and 7.3 in the State as a whole.

Table 10
2000 Labor Force and Employment
for Mountainair, Torrance County, and New Mexico

Classification	Mountainair		Torrance County	New Mexico
	Number	Percentage	Percentage	Percentage
Total Persons Age 16 and Over:	853	100.0	100.0	100.0
In Civilian Labor Force	425	49.8	58.5	60.2
In Armed Forces	2	0.2	0.0	0.8
Not in Labor Force	426	50.0	41.5	39.0
Civilian Labor Force:	425	100.0	100.0	100.0
Employed	393	92.5	94.0	92.7
Unemployed	32	7.5	6.0	7.3
Males Age 16 and Over:	377	100.0	100.0	100.0
In Civilian Labor Force	216	57.3	63.5	66.2
In Armed Forces	2	0.5	0.0	1.4
Not in Labor Force	159	42.2	36.5	32.4
Females Age 16 and Over:	476	100.0	100.0	100.0
In Civilian Labor Force	209	43.9	53.1	54.4
In Armed Forces	0	0.0	0.1	0.3
Not in Labor Force	267	56.1	46.8	45.3

Source: 2000 Census



Town of Mountainair
Comprehensive Land Use Plan
 Figure 5
Regional Cultural and Recreational Attractions

A categorical listing of occupations for the employed residents of Mountainair is displayed in Table 11. Clearly there is a wide cross section of workers living in the Town, with the categories not very different than Torrance County and the State. Compared to Torrance County and the State, there were fewer persons in the management/professional occupations and more persons in the sales/office and construction/extraction/maintenance occupations.

Table 11
2000 Civilian Occupations for Employed Residents
in Mountainair, Torrance County, and New Mexico

Occupation	Mountainair		Torrance County	New Mexico
	Number	Percent	Percent	Percent
Total Employed Persons Age 16 and Over:	393	100.0	100.0	100.0
Management, Professional, And Related Occupations	109	27.7	30.3	34.0
Service	63	16.0	17.3	17.0
Sales/Office	97	24.7	21.6	25.9
Farming/Forestry/Fishing	7	1.8	1.7	1.0
Construction/Extraction/Maintenance	66	16.8	14.9	11.4
Production/Transportation/Material Moving	51	13.0	14.2	10.7

Source: 2000 Census

Table 12 shows the jobs of Mountainair residents according to industry categories. The largest category in Mountainair is education/health/social services, followed by retail trade. Education jobs are accountable to the Mountainair Public Schools which is the largest employer in Town.



Mountainair Grocery



Mountainair High School

Table 12
2000 Industries for Residents of Mountainair

Industry Categories	Number	Percent
Agriculture/Forestry/Fishing/Hunting/Mining	14	3.6
Construction	29	7.4
Manufacturing	32	8.1
Wholesale Trade	6	1.5
Retail Trade	69	17.6
Transportation/Warehousing/Utilities	37	9.4
Information	3	0.8
Finance/Insurance/Real Estate/Rental/Leasing	10	2.5
Professional/Scientific/Management/ Administrative/Waste Management Services	26	6.6
Education/Health/Social Services	75	19.1
Arts/Entertainment/Recreation/Accommodation/ Food Services	41	10.4
Other Services (except public administration)	13	3.3
Public Administration	38	9.7
Total jobs	393	100.0

Source: 2000 Census

Workers were defined as those persons who went to work during the week prior to the Census date. This is a slightly different total than the total employed residents. The place of work was determined to be the primary work location during the week prior to the Census date. Nearly three fourths (74.0 percent) of the 389 workers residing in Mountainair found work in Torrance County. This is significantly higher than the Torrance County percentage of 51.3 percent, but slightly lower than the State percentage of 84.6 percent of workers who worked in their county of residence. Nearly three out of every four workers drove to work alone, while another 15.1 percent used carpools as a means to get to work (see Table 13). The average travel time to work was 25.2 minutes.

Table 13
2000 Commuting to Work for Residents of Mountainair

Mode of Transportation	Number	Percent
Total workers 16 years and over:	389	100.0
Drove Alone (car, truck, or van)	287	73.8
Carpool (car, truck, or van)	59	15.1
Public Transportation (including taxicab)	0	0.0
Walked	17	4.4
Other Means	3	0.8
Worked at Home	23	5.9

Source: 2000 Census

A distribution of 1999 household income is provided in Table 14. The 1999 median household income for Mountainair was \$21,146, well below the

median for Torrance County (\$30,446). It is also considerably below the New Mexico median of \$34,133 and the United States median of \$41,994. Likewise, the per capita income for Mountainair (\$12,566) is below that of Torrance County (\$14,134), New Mexico (\$17,261) and the United States (\$21,587). As would be expected, Mountainair residents have supplemented their incomes with a variety of assistance programs. Forty percent of Mountainair households received Social Security income; 22.0 percent received retirement income; 5.0 percent received Supplemental Security income; and 11.5 percent received public assistance income.

Table 14
1999 Household Income
in Mountainair, Torrance County, and New Mexico

Category	Mountainair		Torrance County	New Mexico
	Number	Percent	Percent	Percent
Less than \$10,000	103	21.6	13.7	12.5
\$10,000 to \$14,999	70	14.7	9.2	8.4
\$15,000 to \$24,999	105	22.0	17.7	15.8
\$25,000 to \$34,999	80	16.8	16.2	14.4
\$35,000 to \$49,999	62	13.0	19.1	17.0
\$50,000 to \$74,999	38	7.9	15.1	16.5
\$75,000 to \$99,999	10	2.1	4.9	7.8
\$100,000 to \$149,999	2	0.4	2.7	5.0
\$150,000 to \$199,999	0	0.0	0.6	1.3
\$200,000 or more	7	1.5	0.8	1.3
Total Households	477	100.0	100.0	100.0

Source: 2000 Census

Mountainair has a higher percentage of individuals living in poverty compared to the County, the State, and the nation. In Mountainair, 24.7 percent of the population was determined to be below the poverty level during 1999, compared to 19.0 percent in Torrance County, 18.4 percent in New Mexico, and 12.4 percent in the United States. An economic development strategy of bringing higher wage jobs to the Town is needed to raise the median household income in Mountainair.

Municipal Revenues and Expenditures New Mexico relies heavily on gross-receipts and selective-excite taxes, such as gasoline taxes, cigarette taxes, and motor vehicle fees, to fund local government operations. Compared to other states, New Mexico relies more heavily on the gross-receipts tax, ranking the third highest in the country for this tax as a percentage of personal income. Furthermore, New Mexico's reliance on this tax has increased through the 1980s and 1990s. The State collects a 5 percent gross-receipts tax and in turn distributes 1.225 percent of those gross-receipts tax revenues to municipalities. Municipalities may also enact local-option gross-receipts taxes and local-option infrastructure gross-receipts taxes.

The major sources of Mountainair's municipal revenues (excluding capital and enterprise fund revenues) are shown in Table 15. Over the past three years, gross receipts taxes (municipal gross-receipts, infrastructure gross receipts, and municipal local-option gross-receipts) have ranged from 47.0 to 50.5 percent of Mountainair's general revenues, and they have ranged from 15.9 to 29.4 percent of the Town's total municipal revenues, excluding capital and enterprise fund revenues. Since taxable gross receipts are essential for financing the Town's services, it will be necessary for Mountainair to take steps to ensure that its commercial activities are sustained.

Table 15
2001-2003 Mountainair Municipal Receipts
(Excluding Capital and Enterprise Fund Revenues)

Year	2003	2002	2001
General Fund			
Franchise Tax	\$11,014	\$ 11,160	\$ 9,816
Cigarette Tax	1,012	1,098	1,350
Municipal Gross Receipts (1.225%)	96,832	89,033	75,300
Liquor Licenses	500	250	--
Small Cities Assistance	50,000	50,000	50,000
Infrastructure Gross Receipts Tax	9,497	8,719	7,121
Municipal Local Option Gross Receipts	74,206	66,142	60,938
Current Property Tax	39,669	41,617	42,332
Other	101,716	56,225	49,935
General Fund Subtotal:	\$384,446	\$324,244	\$296,792
Correction Fees	663	739	508
Environmental Gross Receipts Tax	75,279	63,937	66,624
Emergency Medical Services	7,898	7,823	14,178
Fire Protection	51,886	41,936	47,805
Law Enforcement Protection	41,200	20,668	21,582
Lodgers' Tax	1,873	5,365	1,099
Municipal Street	15,194	15,623	15,212
Recreation	2,946	3,087	3,377
Intergovernmental Grants	33,100	156,450	34,671
Other	0	6,915	405,635
Total:	\$614,485	\$646,787	\$900,310

Source: N.M. Department of Finance and Administration, Local Government Division

Mountainair's primary expenses (excluding capital expenditures and enterprise funds) are shown in Table 16. The table shows that Mountainair's greatest expense in 2003 was Public Safety, which accounted for 32.3 percent of the Town's total expenditures. Other major expenditures in 2003 in Mountainair included Environmental Gross Receipts (17.6 percent of total expenditures), and Financial Administration (12.7 percent of total expenditures). In 2002, the Town's greatest expense was Public Safety (27.5 percent of total expenditures), followed

by Environmental Gross Receipts (19.2 percent), and Financial Administration (8.8 percent). In 2001, the Town's greatest expense was "Other", which accounted for 40.8 percent of Mountainair's total expenditures for that year. Fire Protection and Public Safety were also major expenditures in 2001, with both categories accounting for 11.9 percent of the Town's total expenditures in that year.

Table 16
2001-2003 Mountainair Municipal Disbursements
(Excluding Capital and Enterprise Fund Expenditures)

Year	2003	2002	2001
General Fund:			
Executive/Legislative	\$22,562	\$ 23,634	\$ 23,984
Judicial	8,782	8,163	9,456
Motor Vehicle	30,922	25,847	22,462
Financial Administration	59,368	40,045	41,961
Other	0	5,630	5,647
Library	3,191	2,486	3,122
Public Safety	151,110	125,285	119,308
Fire & Ambulance	6,757	5,841	5,745
Streets & Drainage	26,579	29,611	31,199
General Fund Subtotal:	\$309,271	\$266,542	\$262,884
Corrections	2,002	70	1,185
Environmental Gross Receipts	82,276	87,251	78,381
Emergency Medical Services	5,713	7,410	17,786
Fire Protection	41,284	32,265	119,989
Law Enforcement	17,617	0	21,182
Lodgers' Tax	514	5,000	500
Streets (1 cent)	7,664	17,182	2,853
Recreation (1 cent)	907	15,692	8,407
Intergovernmental Grants	980	24,037	81,294
Other	0	0	410,217
Total:	\$468,228	\$455,449	\$1,004,678

Source: N.M. Department of Finance and Administration, Local Government Division

Transportation and Circulation Systems

Mountainair sits at the intersection of US 60 and NM 55. US 60 is a major east-west highway that stretches from Missouri to Arizona and across central New Mexico, offering an alternate route to Interstate 40 for truckers and travelers. US 60 also functions as Mountainair's main street (Broadway), with the majority of traffic passing through along this road. NM 55 is a north-south road connecting NM 337 with US 54, and provides access to the Cibola National Forest and the Manzano Mountains northwest of Town. A substantial amount of traffic passes through the Town of Mountainair on a daily basis, consisting of local trips, truckers, and tourists. The average daily traffic in the Mountainair

region is shown below in Table 17. Average daily traffic is defined in terms of the number of vehicles crossing a specific point on a road, regardless of direction.

While the major roads, such as US 60 and NM 55 are paved, a relatively high number of roads throughout the Town are not paved. A map showing paved and unpaved roads is provided in Figure 6. However, the roads in Mountainair do not necessarily have to be paved to be improved. Local roads can be improved by chip/sealing, which lasts longer and is easier to maintain than blacktop. Mountainair annually reviews and updates their Infrastructure Capital Improvement Plan (ICIP) and makes street improvements when they are programmed if funding is secured.

Table 17
Average Daily Traffic in the Mountainair region

Location	1993	1995	1997	1999	2001	2003
US 60 (east of Mountainair)	700	800	1000	1300	1400	2600
US 60 (west of Mountainair)	800	900	1000	1100	1200	1200
NM 55 (north of Mountainair)	500	600	700	700	800	700
NM 55 (south of Mountainair)				800	800	1000

Source: MRCOG

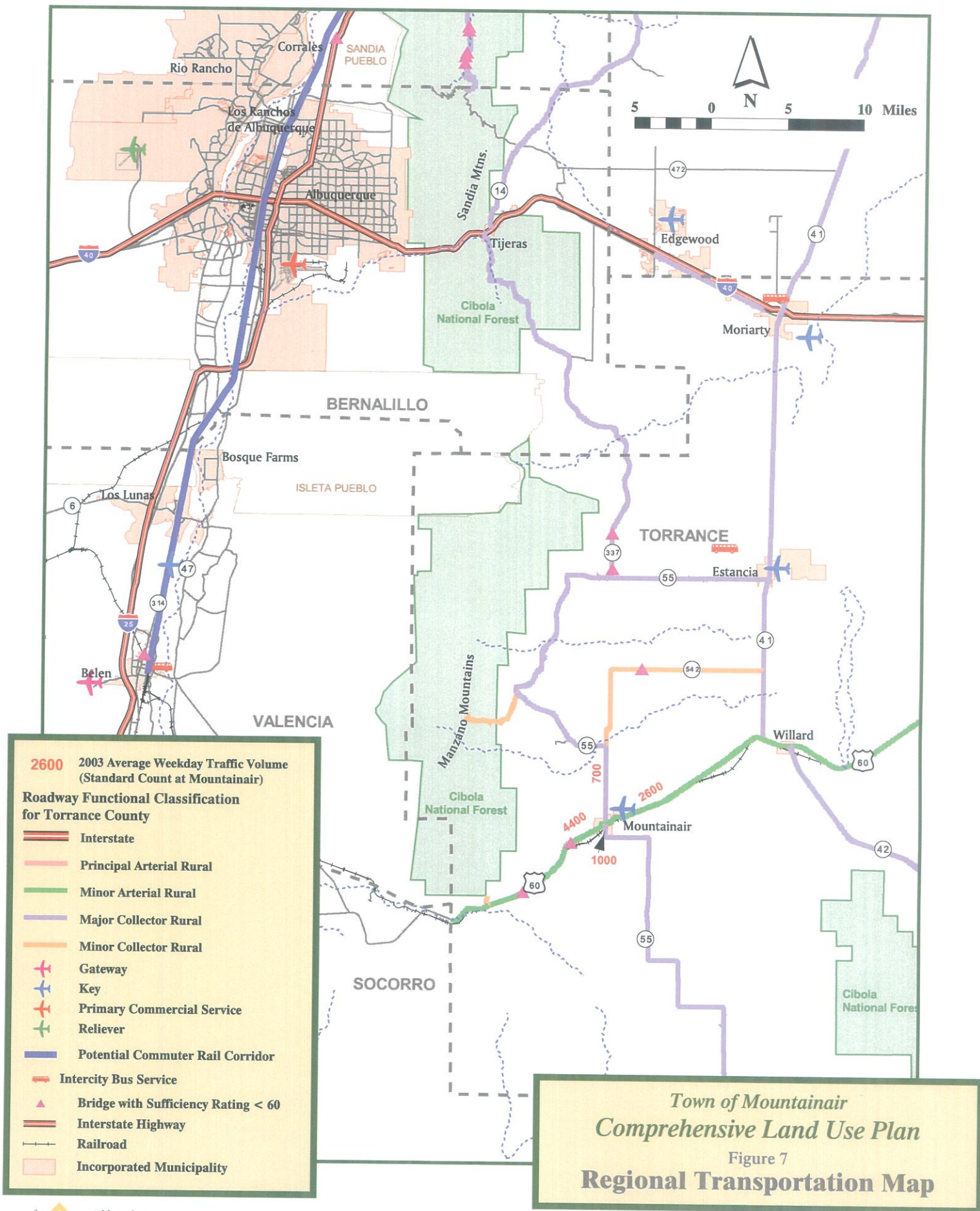
The major highways can be characterized by functional classification which reflects traffic flow and trip purpose. Functional classification is divided into three categories: 1) Arterial streets or highways, which consist of continuous or long-distance travel routes providing regional connections among urban and rural communities, and emphasize a high level of mobility for movement through the region; 2) Collector streets, which provide a linkage between local roads and arterial highways; and 3) Local streets, which provide direct access to all abutting lands and carry traffic to the higher capacity collectors and arterials.

The functional classification of streets and highways is used to define how specific transportation routes are used in serving the community, both currently and in the future. Functional classification also implies design standards necessary to provide adequate traffic-carrying capacity on the street network. Generally, the street design and right-of-way standards related to the functional classification are typically established in the adopted Subdivision Regulations for the community. US 60 is a Rural Minor Arterial, and NM 55 is a Rural Major Collector. All other roadways in Mountainair are classified as local streets.

A map showing the functional classification of streets and average daily traffic flow in and around Mountainair is shown in Figure 7. This map also identifies regional transportation facilities and services throughout Torrance, Valencia, and Bernalillo Counties. A listing of bridges that need to be

Town of Mountainair Comprehensive Land Use Plan Figure 6 Paved Roads





rehabilitated or replaced that are in close proximity to Mountainair is included in Figure 7 as well. The bridges listed are those with a sufficiency rating less than 60, which the Federal Highway Administration and the New Mexico Department of Transportation (NMDOT) consider to be in need of repair. The bridges close to Mountainair in need of repair include the following: two bridges west of Mountainair along US 60, one bridge north of Mountainair along NM 542, and two bridges just north of NM 55 along NM 337. The Town should work with Torrance County and NMDOT to repair these bridges as soon as possible.

Community Facilities and Services

One of the primary objectives in any community planning process is to determine the type and extent of public services necessary to meet the needs of the local residents. This portion of the community profile examines those facilities and services currently being provided to Mountainair residents.

Local Government Operations The Town of Mountainair is an incorporated municipality in Torrance County, and has a Mayor-Council form of government. There are six elective positions: the Mayor, the four Town Council members, and the Municipal Judge. Two of the Council positions are two-year terms, while the other two Council positions are four-year terms. Both the Mayor and the Municipal Judge serve four-year terms.

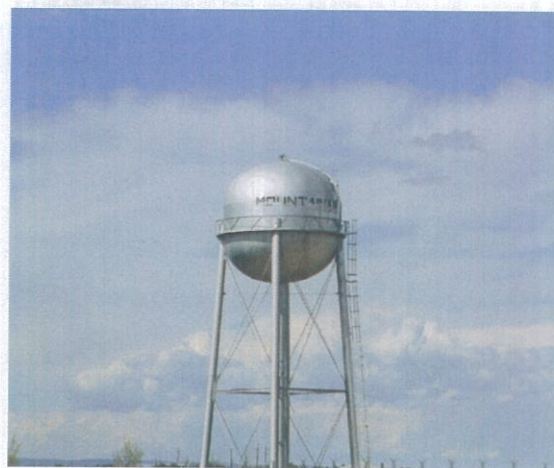
Town officials appointed by the Council are the Town Clerk and the Chief of Police (currently vacant). The Town's department heads include the Maintenance Supervisor, Town Clerk, and Deputy Clerk. Mountainair currently staffs 22 full-time employees. Town Advisory Boards include the Planning Commission and the Lodger's Tax Board.



Mountainair City Hall and Municipal Court

Water Supply and Wastewater Disposal The Town of Mountainair provides both municipal water and wastewater treatment systems for local residents. Mountainair owns an appropriation of water rights totaling 1,565 acre-feet per year, which is enough to provide water for more than 3,000 households. The average water usage for the Town is approximately 100,000 gallons per day, while the storage capacity is 450,000 gallons. The system currently has 567 residential connections and 67 commercial connections. The Town's water is tested regularly and treated with hypochloride. The average residential monthly water rate is \$11.55.

Mountainair has four wells that provide the water needs of the Town. All of the wells meet the current Environmental Protection Agency's arsenic regulations. All of the wells are located outside Mountainair's Town limits. Two wells are located just northeast of the Village of Willard, one is located eight miles east of Mountainair, and another is located three miles west of Town (see Figure 8). The Water System Map also includes the Town's water lines and fire hydrants.



Mountainair Water Tower

The City operates a wastewater treatment plant. The current system maintains 555 connections, which serves all of the Town's residents. Sewer rates are \$6.75 for residential, \$15 for small business, and \$35 for Commercial. The wastewater system is 32 years old. Both the water and wastewater treatment systems will need major renovations in the future. The Town should make water and sewer system improvements on a regular scheduled basis. A map showing the Town's wastewater system is shown in Figure 9.

Stormwater Management Relatively arid conditions are normal in Mountainair. The average annual precipitation for Mountainair is 14.4 inches. However, about half (7.0 inches) occurs during the summer monsoons, between July and September. These monsoon rains are often brief but intense storms, which can lead to flooding. The Town needs to develop a master drainage plan to address drainage, flooding, ponding, and stormwater pollution.

Parks, Recreation and Open Space The Town of Mountainair has two major recreation areas, City Park and the Rodeo and Baseball Field. Parks and open spaces can provide many natural benefits, such as groundwater recharge, air cleansing, scenic beauty, as well as increased property values and health benefits. Both recreation areas in Mountainair are identified along with their respective facilities and equipment in Table 18. The Town should explore the possibility of expanding and improving recreation throughout Mountainair.

Table 18
Parks and Recreation Resources in Mountainair

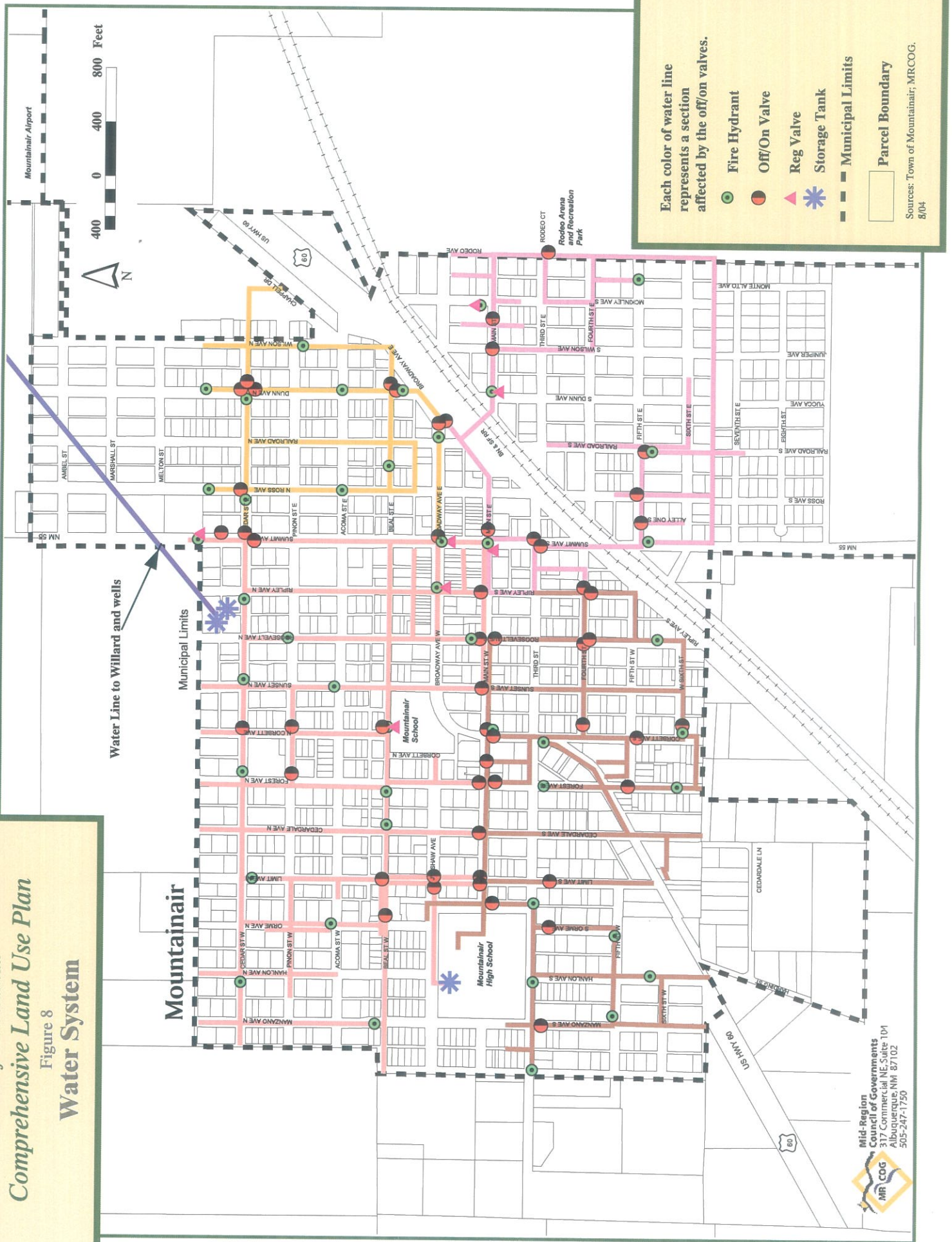
Name	Acres	Facilities/Equipment
City Park	4.5	Restroom facility, 3 picnic tables, 3 benches, tennis courts, playground equipment
Rodeo and Baseball Field	17	Snack Bar, Restroom facility, dugout, and bleachers

Source: Town of Mountainair

Town of Mountainair Comprehensive Land Use Plan

Figure 8

Water System



Town of Mountainair Comprehensive Land Use Plan Figure 9 Wastewater System

Mountainair



- Cement sewer lines that need replacement
- Do not need replacement
- Municipal Limits
- Parcel Boundary

Sources: Town of Mountainair; MRCOG.
8/04

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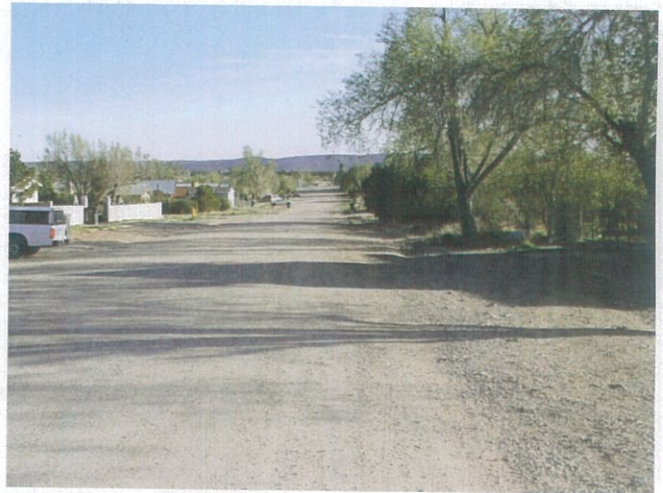
Police, Fire, and Ambulance The Town of Mountainair currently does not have an active Police Department. The Town does receive law enforcement assistance from Torrance County and the N.M. State Police. However, recent budget cuts in Torrance County could seriously reduce law enforcement in Mountainair. The Town needs to provide for the public safety of its citizens, and will need to figure out a way to provide this valuable service. All prisoners are taken to the detention facility in the neighboring Town of Estancia. As a result of having no Town Police Department, Mountainair currently does not have any animal control.

Fire protection in the Town of Mountainair is provided by 21 volunteers. The City presently owns two fire engines, one pumper, and one brush truck. The current fire protection rating is Class 7 as determined by ISO/CRS.

The Town of Mountainair Emergency Medical Services (EMS) Department provides ambulance service for those living within the Town of Mountainair limits. The Town has one paramedic, three EMT intermediates, and six EMT's. The Town also has two ambulances (one is a 2004 model; the other is a 1994 model).

Solid Waste Disposal Estancia Valley Solid Waste Authority provides weekly curbside pickup of residential solid waste in Mountainair. The current (2004) fee for residential services is \$10.00 per month. The Town of Mountainair performs the billing for all solid waste disposals. A receptacle is provided for each residence. Solid waste is transported to a landfill site near Moriarty. There is also a convenience station located three miles west of Mountainair where Town residents can haul trash. The convenience station fee is based upon the weight of the solid waste. The collection of commercial solid waste is also provided by Estancia Valley Solid Waste Authority. The current minimum commercial rate is \$17.00.

Street Maintenance The Town of Mountainair does basic maintenance on Town roads, such as patching pot holes, grading, and overlaying. Maintenance vehicles owned by the Town include two dump trucks, two back hoes, a road grader, a grass hog, a street sweep, and a pickup. US 60 and NM 55 are maintained by the New Mexico Department of Transportation (NMDOT).



Local Road in Mountainair

Health Care The Mountainair Family Health Center has one general practice physician and one behavioral health therapist. The Health Center is equipped to handle minor surgeries and emergencies. Torrance County also provides health care services (immunizations, family planning, pregnancy testing, STD testing, and sports physicals) to Mountainair every other Tuesday.

Finance, Communications, and Energy Financial services are provided to Mountainair by Wells Fargo and the Bank of Belen. Mountainair is served by a variety of local newspapers, including *The Advocate*, *The Independent*, and *The Mountain View Journal*, which are all published on a weekly basis.

Telephone service is provided by Qwest; Chimisa Future Vision provides cable television; while Dish Network provides television service to customers in rural areas. Mountainair was awarded a \$400,000 broadband service grant in 2003 to develop high speed internet access. Central New Mexico Electric Cooperative supplies electric power to Mountainair. The average cost per kilowatt hour is 10 cents. Natural gas service is provided to Mountainair by Wasatch. A map showing Mountainair's gas system is provided in Figure 10.

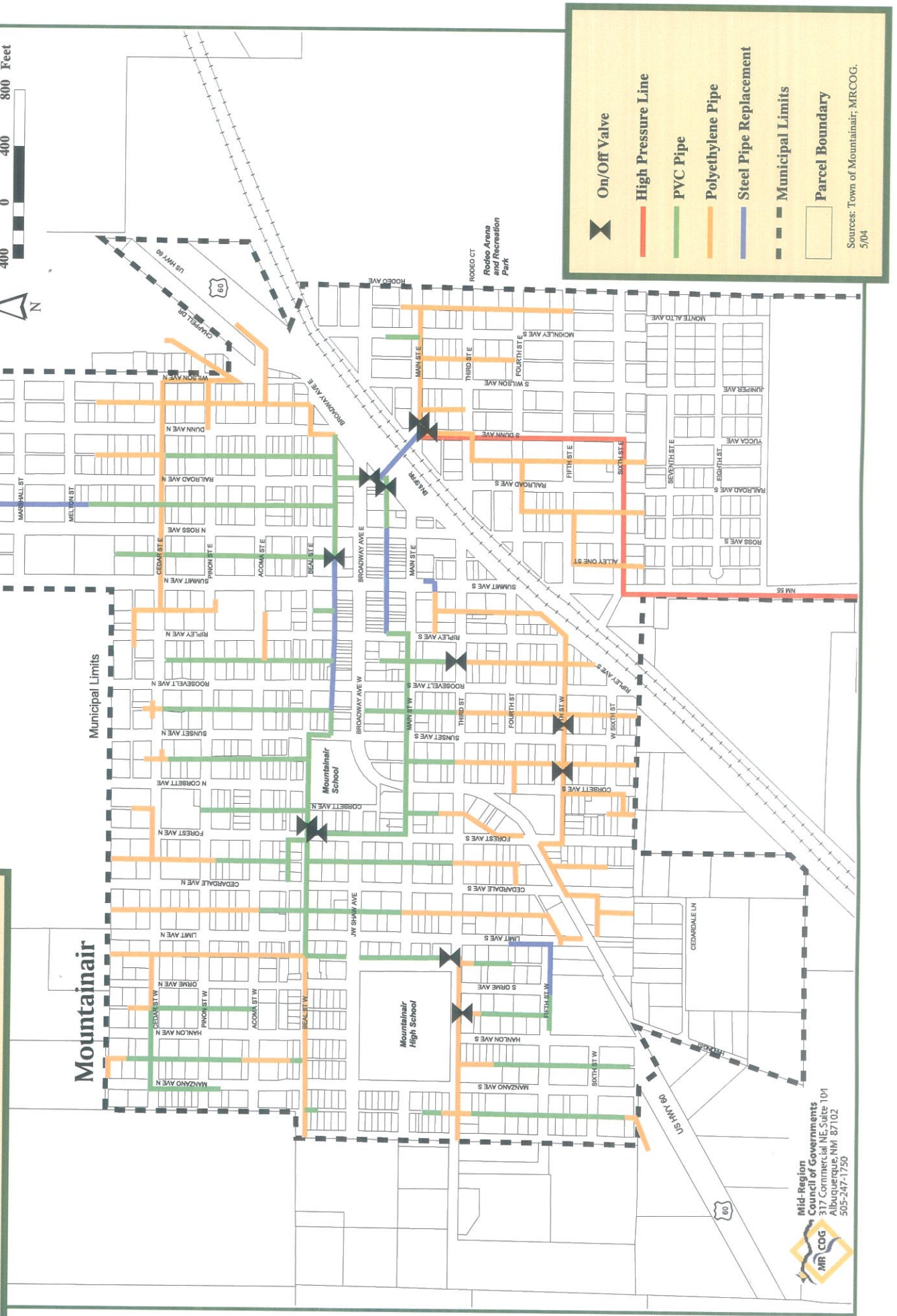


Manzano Mountains from Mountainair

Town of Mountainair Comprehensive Land Use Plan

Figure 10

Gas System



Sources: Town of Mountainair; MRCOG.
5/04

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PART III

TRENDS AND PROJECTIONS

Forecast of Population, Housing, and Employment for 2025

Population The population was forecast for the current municipal limits of the Town of Mountainair. In developing this forecast, Mid-Region Council of Governments (MRCOG) staff relied on the recently completed forecasts by Data Analysis Subzones (DASZ) to the year 2025 as well as reviewing historical trends and current data for Mountainair. Table 19 contains a summary of population data for Mountainair along with a comparison to Torrance County.

Table 19
1970-2000 Mountainair and Torrance
County Population History

Year	Mountainair Population	Average Annual Growth Rate, Mountainair	Torrance County Population	Percent of Torrance County Population in Mountainair
1970	1,022		5,290	19.32
1980	1,170	1.362	7,491	15.62
1990	926	-2.312	10,285	9.00
2000	1,116	1.884	16,911	6.60

Source: U.S. Bureau of the Census

Mountainair gained 148 persons in the decade of the 1970s but lost 244 during the 1980s. Over the past ten years, the Town has increased by 190 but is still less populous than it was in 1980. Meanwhile, Torrance County as a whole has grown both faster and more consistently than has Mountainair. Table 20, compares the 1990 Mountainair population with the 2000 population for some key statistics and shows that in 2000, the population of Mountainair is slightly older than in 1990.

Table 20
1990 and 2000 Population Measures in Mountainair

Demographic Measure	1990	2000
Median Age	35.7	37.7
Percent of Population Under 18	31.4	29.9
Percent of Population Age 65 and Over	20.1	17.6
Percent who Lived Outside Torrance County 5 Years Prior	18.4	24.8

Source: U.S. Bureau of the Census

In evaluating this information, there are several findings and assumptions to be made regarding the future population of Mountainair.

- Recently, the Town has experienced growth over the past decade, but given the up and down growth history of the Town this in itself would not suggest that growth would continue.
- The 30 year average annual growth rate for the Town of Mountainair has been 0.3 percent.
- Over the last 30 years, Mountainair has consistently grown slower than Torrance County.
- The University of New Mexico Bureau of Business and Economic Research (BBER) projects Torrance County to grow at a slower rate over the next 25 years (average 1.8 percent per year) than the County did over the previous 30 years (3.9 percent).
- The population of the Town is gradually aging so there is a decreasing likelihood of growth coming from the resident population.
- The aging of the population appears to be consistent with the generally aging population of the County, the State, and the Nation.
- While the overall population is aging as expected, the Mountainair proportion of the population 65 and over is high at almost 18 percent, although this is less than the 20 percent age 65 and over reported in 1990. (For Torrance County, the percentage age 65 and over in 1990 was 11 and in 2000 it was 10.)
- The proportion of elderly population has remained steady over the last decade. While the percentage of the population age 65 and over declined from 1990 to 2000, the actual number of persons age 65 and over increased from 186 in 1990 to 196 persons in 2000.
- In 2000, there were more recent residents in the community than in 1990, but still a relatively low level of in-migrants. (By comparison, the 2000 Census reported that 35 percent of the residents of the entire County of Torrance had resided in a different County in 1995.)

These characteristics suggest a Town that is relatively stable but slow growing in population. There will probably be periods of population increase as the local economy improves in one sector or another. There will also probably be periods of population decrease as one or more sectors of the economy decline. There is reason to believe that over the long run the result of the periods of increase and decrease will result in a minimal net increase in population but, at this point, there is nothing in the data to suggest a large increase in population.

MRCOG staff used this data and assessment to generate the 2025 forecast for the DASZ containing Mountainair. This was part of a larger series of forecasts for DASZs in the MRCOG Region. Information regarding the methodology for the forecast of all DASZs can be obtained in the MRCOG publication 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, (S-03-01). Mountainair is entirely contained in one of the 891 DASZs. In 2000, Mountainair accounted for 90.4 percent of the

population of the DASZ in which it was located. In forecasting the population for the Town of Mountainair, MRCOG assumed that the Town would continue to account for 90.4 percent of the population of the DASZ in which it is located. Table 21 presents the forecast to 2025 for the 2000 municipal boundaries of the Town of Mountainair based on the above assessment and the DASZ assumption. This forecast does not consider the effect of any annexation that has occurred or may occur after January 2000. A comparison with Torrance County is also provided. The Torrance County forecast was produced by BBER following the 2000 Census and relied on the 2000 Census data. BBER forecast a slowing of the growth rate for Torrance County over the next 25 years. The forecast for a slower growing Torrance County had an affect on the forecast for the DASZ containing Mountainair and consequently this forecast for the Town since MRCOG forecast the DASZs as a disaggregation of the County forecast.

Table 21
Mountainair and Torrance County Population Forecast to 2025

Year	Mountainair Population	Average Annual Growth Rate, Mountainair	Torrance County Population	Percent of Torrance County Population in Mountainair
2000	1,116		16,911	6.60
2005	1,118	0.034	19,523	5.73
2010	1,160	0.740	21,690	5.35
2015	1,206	0.781	23,475	5.14
2020	1,230	0.395	24,979	4.92
2025	1,254	0.387	26,318	4.76

Sources: MRCOG and BBER

Consistent with Mountainair's history, the forecast shows some fluctuation in the average annual growth rate, although the forecast growth rates are all positive. The Mountainair percentage of Torrance County population continues to decline but at a much slower rate. In 2025, the Town is about 12 percent larger than in 2000; this is higher but reasonably consistent with the 9 percent growth for the Town from 1970 to 2000.

It is recognized that the actual population may vary considerably from the forecast. Therefore, high and low parameters were placed around this forecast. Over the past 30 years, the actual population has deviated from the 30-year trend by a maximum of 158 persons. If the maximum variation from the 2000 to 2025 forecast is assumed to also be 158, the range for the future forecast is provided in Table 22.

By 2025, the population of Mountainair should be between 1,096 and 1,412. This would be between 4.2 percent and 5.4 percent of the BBER projected population for Torrance County. The low forecast range suggests a community in 2025 with about the same population as today. The high forecast range suggests an average annual growth rate of 0.93 percent over the next 25

years, which is a growth rate about three times higher than the average for the last 30 years.

Table 22
High and Low Population Forecast for Mountainair to 2025

Year	Low Population Forecast Range	Population Forecast	High Population Forecast Range	Torrance County Population
1970		1,022		5,290
1980		1,170		7,491
1990		926		10,285
2000		1,116		16,911
2005	960	1,118	1,276	19,523
2010	1,002	1,160	1,318	21,690
2015	1,048	1,206	1,364	23,475
2020	1,072	1,230	1,388	24,979
2025	1,096	1,254	1,412	26,318

Sources: U.S. Bureau of the Census, MRCOG, and UNM-BBER

Housing Population residing in households was forecast from historical data that is summarized in Table 23. Occupied housing units are the same as households, in other words, a household is defined as an occupied housing unit. Population in households counts persons residing in occupied housing units. The difference between total population and population in households is the population residing in various types of group quarters such as dormitories, institutional nursing homes, correctional facilities, shelters, and other similar living arrangements. Over the last three Census counts, all of the Mountainair population has resided in households. Household size is computed as the population in households divided by the number of households.

Table 23
1980-2000 Mountainair Housing, Households, and Household Size

Year	Housing Units	Occupied Housing Units	Percent of Units Occupied	Population in Households	Average Household Size
1980	567	516	91.0	1,170	2.267
1990	455	358	78.7	926	2.587
2000	545	452	82.9	1,116	2.469

Source: U.S. Bureau of the Census

Based on Census data, Mountainair lost housing units as well as population during the decade of the 1980s. The 1980 Census also reported an unusually low household size for 1980; this was primarily because 43 percent of the households in the Town in 1980 were one-person households. In 1990 and 2000, the percentage of one-person households were still high at 31 percent and

35 percent respectively but somewhat closer to the averages for Torrance County which were 21 percent and 23 percent respectively.

In 64 percent of the one-person households in 2000, the person was 60 or more years of age. By comparison, only 42 percent of the one-person households in Torrance County were occupied by a person age 60 or more. In fact, 17 percent of the persons in Torrance County who were 60 or over and living alone were residents of Mountainair. This segment of the population (60 or over and living alone) constituted 22 percent of the Mountainair households and 9 percent of the population. As a result of this unusually large component of the population the average household size of 2.47 was considerably below the Torrance County average of 2.72 persons per household.

The future average household size for Mountainair should be expected to decline since this is the general pattern across the nation as well as in Torrance County and the MRCOG Region. However, since the Mountainair average household size is already considerably lower than the Torrance County average the future decline in the Mountainair average may not be expected to be as steep as the decline for the County. Currently, the Mountainair average is relatively similar to the average household size for the MRCOG Region, Mountainair is 2.47 and the Region is 2.55 persons per household. Therefore, the curve for the decline in the average household size for the Region was applied to Mountainair to generate the forecast average household size in Table 24.

The number of households is calculated from the population residing in households which in the case of Mountainair is assumed to be equal to the total population. The number of housing units is calculated from the number of households by dividing the number of households by the projected occupancy rate. The occupancy rate for Mountainair (past 3 Census counts) has varied from a low in 1990 of 79 percent to a high in 1980 of 91 percent with an average of 84 percent. MRCOG calculated the 2005 housing units based on the 2000 occupancy rate of 83 percent. For the years 2010 and beyond, MRCOG projected the number of housing units based on the historical average of 84 percent. Households and housing unit forecasts are also contained in Table 24.

Table 24
2025 Forecast for Mountainair
Housing, Households, and Household Size

Year	Population	Households	Average Household Size	Total Housing Units
2000	1,116	452	2.469	545
2005	1,118	456	2.450	550
2010	1,160	481	2.411	571
2015	1,206	504	2.392	599
2020	1,230	521	2.363	619
2025	1,254	535	2.343	635

Source: MRCOG

Table 25 presents the low and high range for households and total housing units based on the low and high range in Table 22. The low range for 2005 is modified.

Table 25
High and Low Housing Forecast for Mountainair to 2025

Year	Low Forecast for Households	Low Forecast for Housing Units	High Forecast for Households	High Forecast for Housing Units
2005	392	498	521	628
2010	416	494	547	650
2015	438	520	570	677
2020	454	539	588	698
2025	468	556	603	716

Source: MRCOG

Employment Total employment is an estimate of the number of persons whose worksite is located within the Town of Mountainair. This estimate includes persons working for wages and salary as well as self-employed persons, contractors, and unpaid workers in family businesses. For the year 2000, MRCOG estimated total employment in Mountainair at 248.

The forecast of total employment was derived from the MRCOG forecast series for DASZs; the methodology for this forecast is presented in the MRCOG publication S-03-01. The forecast methodology considered the distribution of employment by sector within the DASZ and allocated employment change based on the forecast employment for the respective sectors.

In the year 2000, 91.5 percent of the employment of the DASZ that includes Mountainair was located inside the boundaries of the Town of Mountainair. If the ratio of employment inside the Town to the employment for the DASZ remains constant, the employment forecast through 2025 is as displayed in Table 26. This Table also contains the MRCOG estimates of total employment for 1990 and 1995.

Table 26
2025 Employment Forecast for Mountainair

Year	Total Employment	Average Annual Growth Rate
1990	180	
1995	218	3.91
2000	248	2.61
2005	329	5.82
2010	352	1.36
2015	374	1.22
2020	390	0.84
2025	406	0.81

Sources: NM Department of Labor, U.S. Bureau of the Census, MRCOG

Employment growth generally slows over time. This is partly due to the expectation that the future population will be generally older and have fewer workers. After about 2007, the percentage of adult persons that are employed is expected to begin to decline. Therefore, growth in employment will generally be slower.

It is noted that the 2025 forecast employment derived from the DASZ forecast is very similar to the result that would be achieved by calculating a least squares trend on the 1990 to 2000 data and extending that trend to 2025. The trend data, however, would be lower for the intervening years between 2000 and 2025. To project a low and high employment forecast, a 95 percent confidence interval was placed around the trend line. Table 27 presents the low and high employment ranges.

Table 27
High and Low Employment Forecast
for Mountainair to 2025

Year	Low Forecast for Employment	High Forecast for Employment
2005	253	311
2010	258	374
2015	263	437
2020	268	500
2025	273	563

Source: MRCOG

Current and Future Land Use

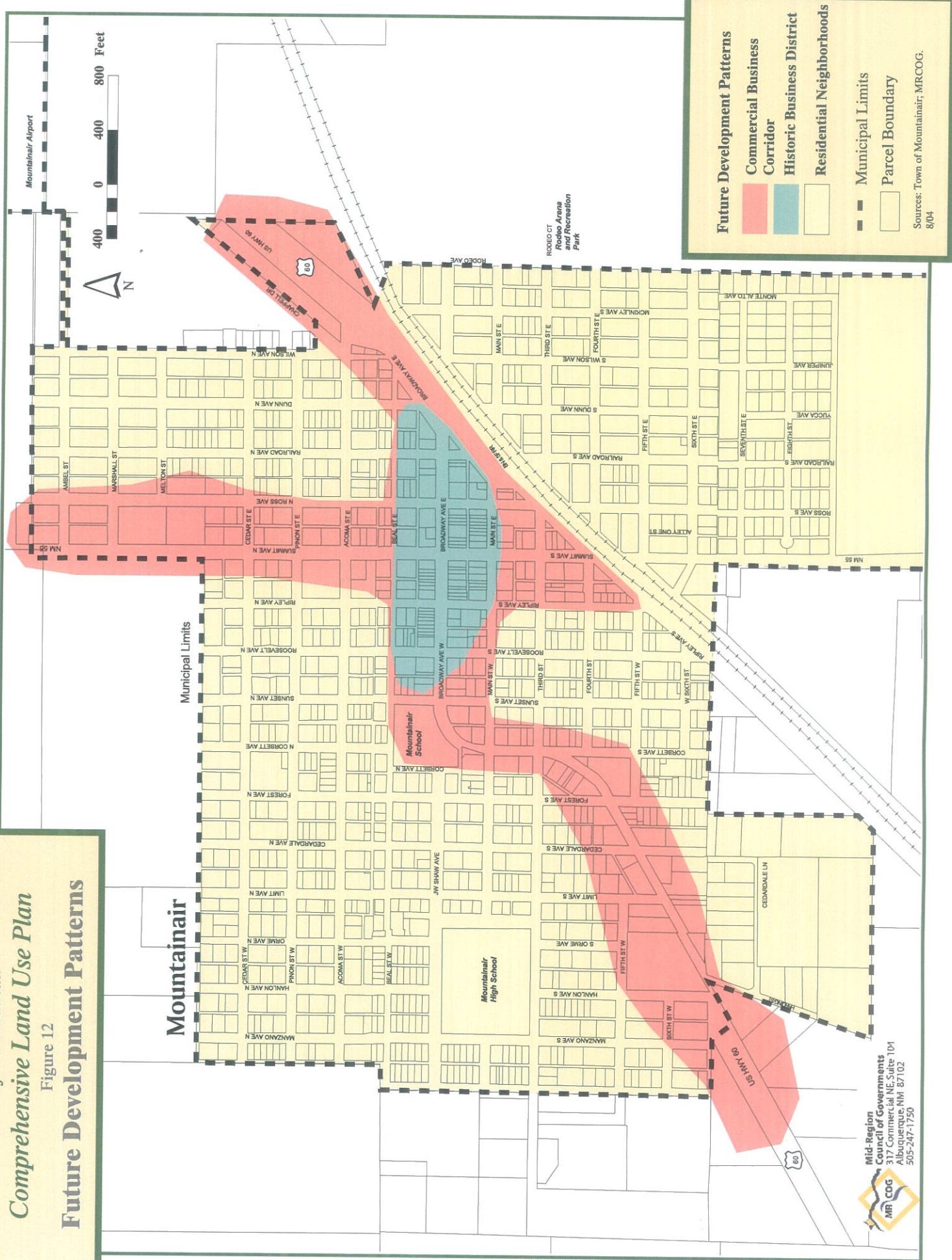
The composition of land uses helps to determine the character and value of a community. The manner by which the Town of Mountainair manages the land will determine the location, intensity, and use of future land. A current Mountainair land use map is included in this report (Figure 11). The current land use map was prepared from a comprehensive inventory and classification of each parcel of land in the Town as of 2003. A future development patterns map (Figure 12) was compiled by assessing current land uses and known development plans and proposals to describe the likely type and location of future development. It is expected that the existing pattern of residential, commercial, and industrial land uses will tend to expand over the next two decades.

The current land use and future development patterns maps are intended to provide guidance in the development of appropriate location, type and intensity of land uses. The current land use map is significantly detailed; however, the future development patterns map cannot specify the same level of detail, and should be considered as a concept map instead of a specific location map.

Current Land Use



Town of Mountainair Comprehensive Land Use Plan Figure 12 Future Development Patterns



The current land use distribution is divided into various categories found below in Table 28. Vacant (24.46%) and Residential (17.73%) are the predominant land uses in Mountainair. It should also be noted that the land use category Not Classified, which makes up 30.08% of the land use in Mountainair, is almost entirely made up of dedicated right-of-way (which consists of roads and railroads). The airport also makes up a large percentage (19.44%) of the land in Mountainair. A map showing Mountainair's municipal limits, including the airport is shown in Figure 13.

Table 28
Mountainair Land Uses

Land Uses	Total Acres	Percentage
Residential Single Unit	125.75	12.43
Residential Single-wide Mobile Home	38.67	3.82
Residential Double-wide Mobile Home	11.41	1.13
Residential Multiple Unit	3.53	0.35
Commercial/Office	35.57	3.52
Industrial	3.55	0.35
Institutional	18.74	1.85
Parks & Open Space	5.05	0.50
Other Non-Residential	14.62	1.45
Agriculture	6.28	0.62
Vacant	247.42	24.46
Airport	196.63	19.44
Not Classified	304.36	30.08
Total	1011.58	100

Source: Town of Mountainair and MRCOG

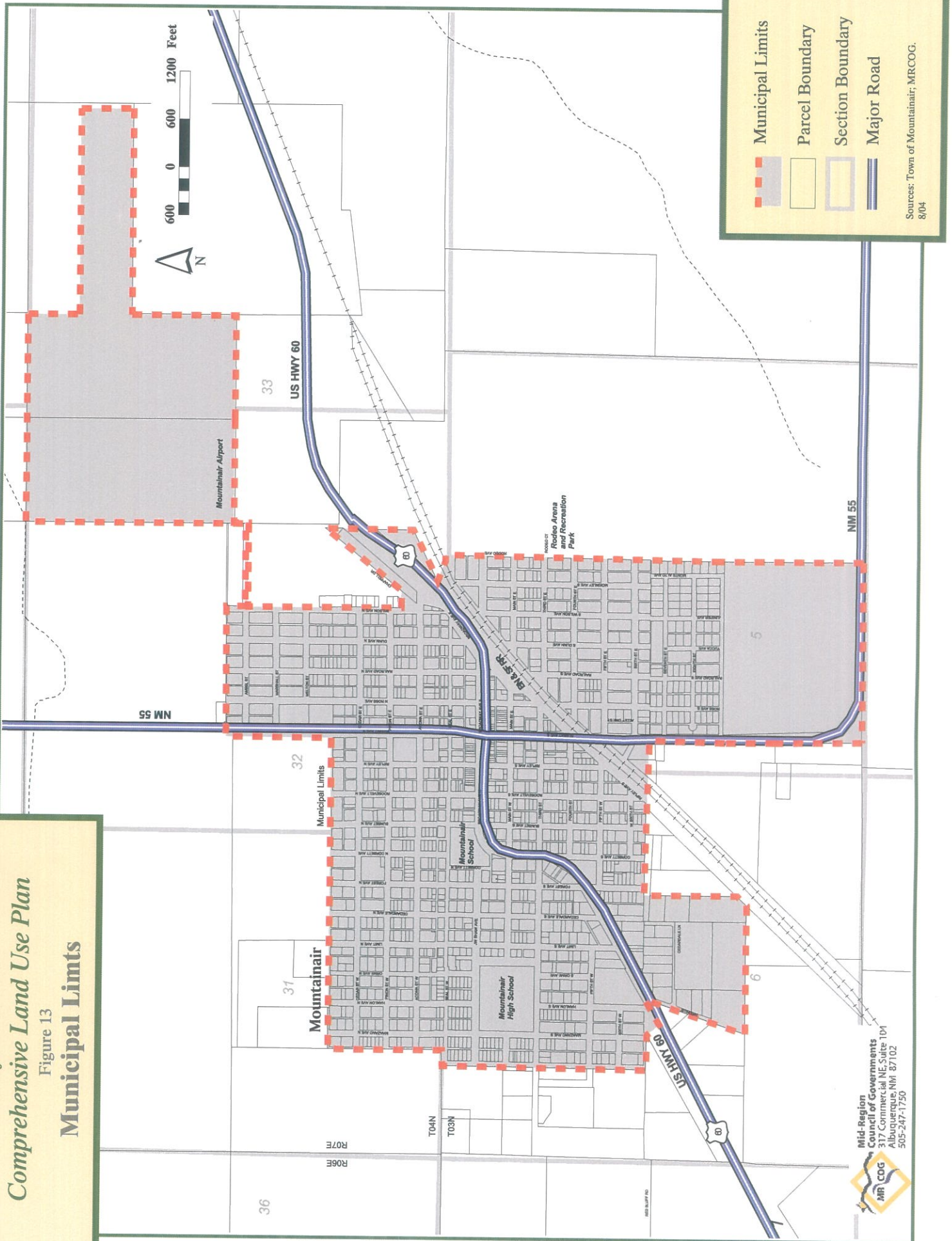
Residential Development

Residential land uses occupy nearly 18 percent of the land in Mountainair. Residential Single Unit is the most common residential land use in Mountainair (12%) and is scattered throughout the Town. The residential mobile home land uses are also spread throughout Mountainair; however, single-wide is more common than double-wide. Residential Multiple Unit land uses are only found in a few areas, and make up a very small percentage (0.35) of the total land use in Mountainair.



Single Family Housing in Mountainair

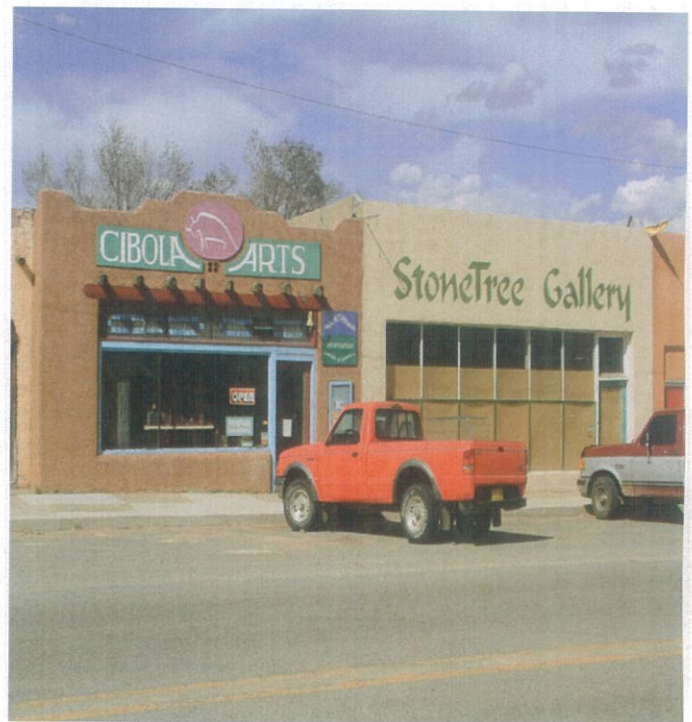
Town of Mountainair Comprehensive Land Use Plan Figure 13 Municipal Limits



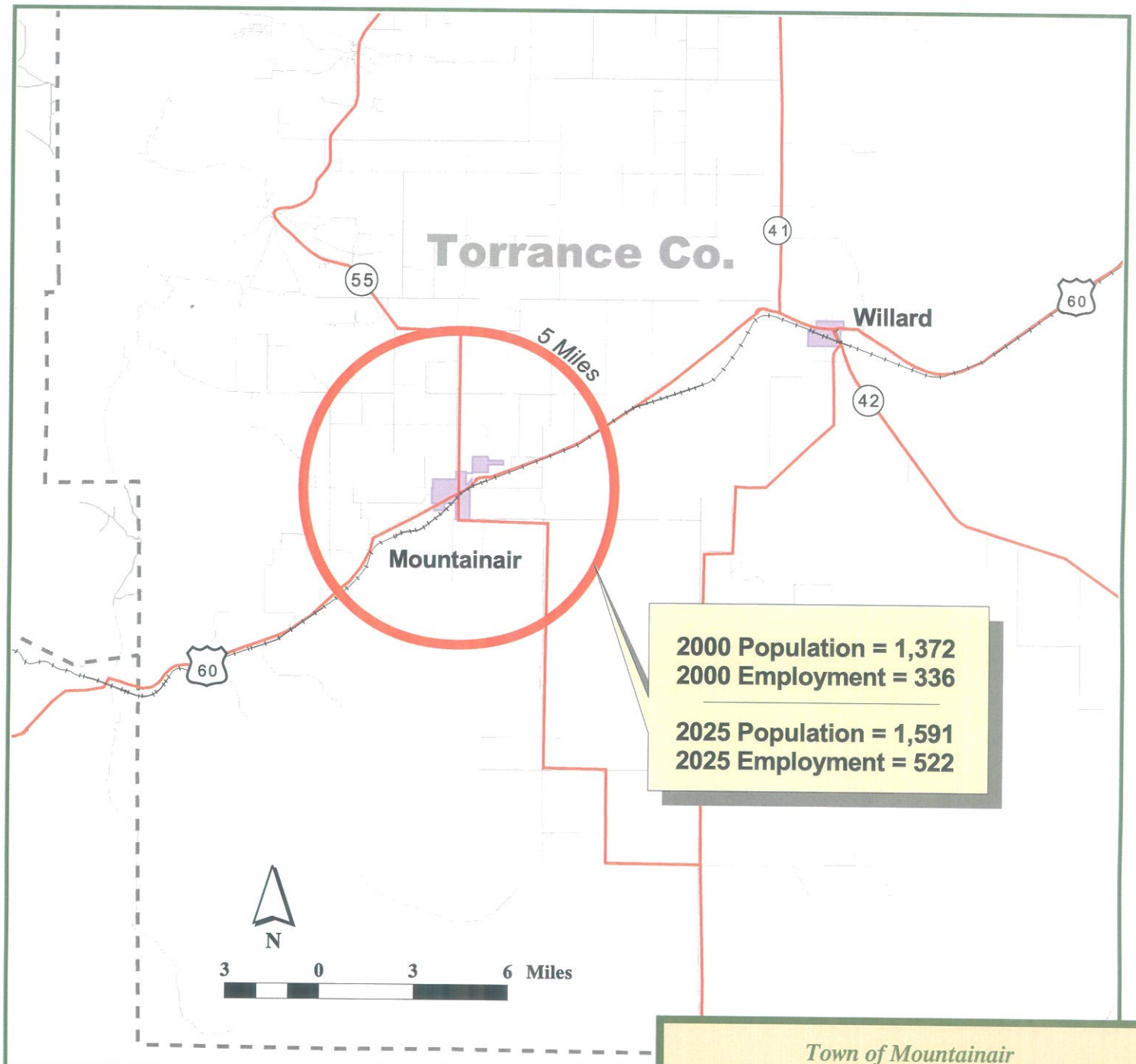
The high percentage of vacant land (24.46) indicates that Mountainair could absorb many new housing units within the present boundaries of the Town. Vacant land is scattered throughout the Town, however; there is a considerable amount of vacant land south of Sixth Street, north of Melton Street, south of the railroad tracks, and surrounding Mountainair High School. Mountainair should promote and encourage infill development prior to annexing new land beyond the Town boundaries; because the cost of extending water, sewer, power services, law enforcement, and fire protection can be very costly to both the Town and taxpayers. Mountainair should take advantage of the existing infrastructure and community services that lie within the Town boundaries.

Mountainair may also be affected by residential and commercial development taking place outside of the Town limits. The population in a five mile radius surrounding Mountainair is forecast to grow from 1,372 to 1,591 (from years 2000 to 2025), while employment is forecast to grow from 336 to 522 (see Figure 14). If the Town of Mountainair adopts a zoning ordinance in the future, the Land Use Map should correspond with Zoning Map in regard to all land uses (residential, commercial, industrial, etc.).

Commercial and Industrial Development Commercial land uses currently occupy only 3.5% of the land in Mountainair. The majority of the commercial land in Mountainair is found along Broadway Avenue (US 60). Mountainair currently has little land dedicated to industrial use (only 0.35 percent). This industrial land in Mountainair is found along Limit Avenue and S. Orme Avenue between Third and Fifth Streets, and at the corner of Beal Street and Summit Avenue North (see Figure 11). It is expected that commercial and industrial land uses will increase in area and intensity over the next twenty years. The areas where this growth should take place can be found in the Future Development Patterns Map (see Figure 12).



Storefronts along Broadway



Source: 2000 US Census; MRCOG 2025 forecast.
8/04

*Town of Mountainair
Comprehensive Land Use Plan*

Figure 14

**Population and Employment
Within a 5-Mile Radius
of the Town of Mountainair
2000 and 2025**



**Mid-Region
Council of Governments**
317 Commercial NE, Suite 104
Albuquerque, NM 87102
505-247-1750

Parks, Open Space and Agriculture Land Use These two land uses occupy only a small percentage of the total land use in Mountainair. Parks and Open Space accounts for 0.50 percent, while Agriculture makes up 0.62 percent. City Park (Mountainair's only park) is located north of Cedar Street, between Summit Avenue North and North Corbett Avenue. The Rodeo and Baseball field (which covers 17 acres) is not included in the land use total because it is located outside of the Town boundary. Agriculture land use is identified between Fourth and Sixth Streets just east of South Wilson Avenue. The abundant vacant land throughout Mountainair would allow both of these land uses to expand if needed.



City Park

Future Transportation Network

Street Network A street evaluation system needs to be established to monitor and improve street conditions in Mountainair. US 60 is an established route for truckers hauling their goods to and from California and the rest of the nation. These large trucks may bring some business to the Town; however, they also place a tremendous amount of wear and pressure on the road, which leads to frequent maintenance. Because there are so many needs, an advisory committee could identify priorities by applying a street evaluation system, and recommend specific transportation projects that would improve circulation in and around Mountainair.

Proposed Transportation Improvements The Town of Mountainair does not have a public transit system of its own; however, GO FORS INC. does provide demand response service to Mountainair, Estancia, Moriarty, and Edgewood. There is no charge for those receiving Temporary Assistance for Needy Families (TANF) benefits, while others (including the general public) pay a reduced fee. Mountainair citizens are generally in support of alternate forms of transportation. In a recent community survey, 53 percent of those surveyed agreed that bus, vanpool, carpool, and park-and-ride services should be available. Mountainair could benefit from an expanded regional system that serves Moriarty, Edgewood, Estancia, Willard, and Belen. Quality alternative

transportation options should be available to Mountainair citizens, especially to low-income individuals and elderly citizens. Mountainair has a high percentage of elderly citizens (17.6%), a low per capita income ((\$12,566), a low median household income (\$21,146), and a high percentage of people living below the poverty level (24.7%).

Aviation is another transportation alternative that should be improved in Mountainair. Industries such as manufacturing, construction, trade, real estate, and tourism all rely to some extent on efficient and dependable air transportation. The following capital improvements are scheduled for Mountainair Municipal Airport: 1) apply fly ash stabilizing treatment to existing runway, and 2) install reflective cones. The Town should improve and maintain the existing facility and follow the ICIP, which proposes airport renovations over the next five years. The Town should also work with NMDOT to add Mountainair Municipal Airport to the National Plan of Integrated Airport Systems (NPIAS) to make them eligible for federal funding.



Mountainair Municipal Airport

PART IV

GOALS AND OBJECTIVES

Goals are visionary statements describing the direction a community wants to go; objectives are related statements that describe how goals can be achieved. Goals and objectives are the heart of a comprehensive plan and establish the basis for current programs, projects, and local regulations.

Citizen Participation Process

Citizen input in Mountainair provided the basis for the goals and objectives. There were many opportunities for local citizens to share their opinions in the development of the comprehensive plan.

In order to ensure adequate public participation, a steering committee consisting of the Mountainair Planning Commission supplemented by other interested citizens was formed. The Steering Committee reviewed and commented on the goals and objectives, and helped to review maps, reports, and draft elements of the Comprehensive Plan.

Public input was also gathered by sending out community surveys with the local water bill. Therefore, everyone that received a water bill in Mountainair also received a survey, with the opportunity to comment on the future development of the community. The methodology, analysis, and results of these community surveys are documented in a report entitled Town of Mountainair Community Survey (MRCOG, 2004).

Public meetings and workshops were held to give local citizens another opportunity to comment on the comprehensive plan. Two public workshops were held, the first to discuss draft goals and objectives, the second to improve draft strategic action recommendations. Two public meetings were held, one after each workshop, wherein the Town Council approved the goals and objectives and strategic action recommendations in separate meetings. All of these public participation activities helped to develop consensus and public support for the comprehensive plan.

Community Survey Results

The purpose of the survey was to identify crucial concerns, ideals, and attitudes of Mountainair residents. Approximately 16 percent of those who received the survey returned a completed form, many with additional written comments. The questionnaire listed 16 issue statements pertaining to the future of Mountainair. Respondents were asked to rate those statements on a five-point scale, indicating their level of agreement or disagreement with the statement. The results of this survey indicated that water quality and water

conservation are important issues, the Town's local streets should be paved, historic structures and cultural elements should be preserved, more recreational facilities are needed, the Town supports providing better facilities and services for the elderly, Mountainair does not present a pleasing appearance, and a variety of housing opportunities should be available.

Overview of Goals and Objectives

The development of goals and objectives is a product of the public comments, ideals, and opinions about the future direction of Mountainair. These goals and objectives lead to the formulation of an array of strategic action recommendations that will be explained in the next chapter (Part V). In addition, these goals and objectives may be used to validate future community programs and Town projects.

While not a mandate of the Town or legal commitments by the governing body, these goals and objectives do provide a basis for specific actions which may be taken in regard to the future management and development of Mountainair. A resolution adopting the goals and objectives was approved by the Town of Mountainair on March 23, 2004 (see Appendix A).

There are a total of 16 goals and 47 objectives which, in essence, provide policy guidance as the nucleus of the Mountainair Comprehensive Land Use Plan. Goals and objectives have been sorted into the following six categories: land use; distribution and intensity; housing and residential neighborhoods; transportation, streets, and circulation; water infrastructure and water resources; public facilities and services; and economic development. In numerous instances these goals and objectives can be traced back to the community beliefs and issues organized through the public involvement process. In other cases, goals and objectives are directly designed to upgrade the public health, safety, and welfare of the community. The numbers below that identify the objectives are solely for organizational purposes (so the objectives can be cross-referenced with the strategic action recommendations later), and not for prioritization of objectives.

Land Use: Distribution and Intensity

Goal A: Protect major historical structures in town.

Objective 1: Conduct a survey of historical buildings.

Objective 2: Create an Historic District in Town.

Objective 3: Encourage the restoration or re-building of old abandoned buildings that are structurally sound.

Objective 4: Provide assistance and incentives to preserve the following historical buildings: Shaffer Hotel, Mountainair Municipal Auditorium, and the Atchison, Topeka, and Santa Fe Railway Depot.

Goal B: Regulate commercial, residential and industrial areas.

Objective 1: Adopt ordinances that help to protect land uses and increase property values.

Objective 2: Encourage tourist-oriented businesses to locate along the U.S. 60 and N.M. 55 highways.

Objective 3: Identify and protect areas for industrial use.

Goal C: Maintain the small town character of Mountainair.

Objective 1: Protect the integrity of established residential neighborhoods.

Objective 2: Establish an annexation policy that requires an explanation of the purpose and conditions, the costs and benefits, and the overall impact regarding the annexation of lands to the Town.

Objective 3: Promote development where there is already existing infrastructure.

Goal D: Improve the appearance of the community.

Objective 1: Organize scheduled clean-up days and a Town-wide beautification effort that removes weeds and litter.

Objective 2: Provide a nuisance abatement program to control graffiti, noise, litter, and other nuisances.

Objective 3: Encourage screening of outdoor storage yards of commercial businesses and industrial activities.

Goal E: Develop a community focal point for the Town.

Objective 1: Conduct a study to identify the most feasible focal point or "gathering place" for the Town.

Housing and Residential Neighborhoods

Goal F: Provide a range of housing opportunities.

- Objective 1:** Provide opportunities for multi-family housing units to locate in Mountainair.
- Objective 2:** Provide housing opportunities for the elderly and incentives for development of retirement communities.
- Objective 3:** Establish requirements for mobile homes and manufactured housing.

Goal G: Protect residential areas.

- Objective 1:** Reduce negative impacts of non-residential activities in residential neighborhoods.
- Objective 2:** Establish neighborhood organizations to advocate improvements.

Transportation, Streets, and Circulation

Goal H: Install paved or all-weather surfaces on all local streets.

- Objective 1:** Establish a Town street conditions rating system to identify streets with greatest need for improvement.
- Objective 2:** Investigate new methods for treating dirt roads.

Goal I: Establish a street network to meet current and future circulation needs.

- Objective 1:** Designate a local “functional classification” of streets in Mountainair and adopt right-of-way and construction standards.
- Objective 2:** Examine and implement traffic management and control measures throughout the Town.
- Objective 3:** Provide adequate street naming and property addressing throughout the Town.

Goal J: Provide a variety of transportation services.

- Objective 1:** Plan and develop a system of local bikeways and pedestrian

trails with connections to regional systems where possible.

Objective 2: Encourage rideshare services such as carpooling and vanpooling that allow commuters alternative means to travel to and from work.

Objective 3: Develop a park and ride lot or multi-modal regional transportation center in the Mountainair area.

Objective 4: Participate in regional studies of alternative modes of transportation. Work with regional transit service providers to improve transportation to the transit dependent (elderly and disabled, low income individuals, students).

Objective 5: Improve Mountainair Municipal Airport to provide greater options for airport operations.

Goal K: Provide adequate and safe parking.

Objective 1: Investigate methods that improve the parking of semi-tractor trailer rigs and enhance safety on U.S. 60 and N.M. 55.

Objective 2: Conduct a parking management study for Highway 60.

Water Infrastructure and Water Resources

Goal L: Protect and preserve the Town's water supply.

Objective 1: Adopt a water conservation program and a drought contingency plan for the Town.

Objective 2: Work with Torrance County to establish a well-head protection program.

Objective 3: Acquire and secure water rights to meet expected future demand.

Goal M: Adopt a storm water drainage plan for the Town.

Objective 1: Develop and implement a master drainage plan and program.

Objective 2: Develop a storm water pollution control plan and program.

Public Facilities and Services

Goal N: Improve and expand recreational facilities.

Objective 1: Beautify and improve the existing Town Park.

Objective 2: Investigate the need for additional recreational facilities such as parks, ball fields, recreation areas, etc.

Objective 3: Work with local citizen groups to adopt and implement a recreation and parks plan for the Town.

Goal O: Maintain adequate police/fire/rescue services.

Objective 1: Improve Insurance Service Office (ISO) rating for fire protection services in order to decrease costs for homeowner's insurance.

Objective 2: Maintain a Town Police Department.

Economic Development

Goal P: Support local business development.

Objective 1: Retain and expand local business.

Objective 2: Recruit new business and industry.

Objective 3: Improve infrastructure (i.e., water, sewer, roads, rail, telephone, fiber optics, gas, electricity) and services.

Objective 4: Preserve and protect historic and cultural attractions (Shaffer Hotel) as a means of attracting tourism.

Objective 5: Improve the skills and abilities of the local workforce through education, drop-out prevention, and literacy programs.

Objective 6: Provide job training programs through partnerships of local businesses and educational institutions.

PART V

STRATEGIC ACTION RECOMMENDATIONS

Goals, objectives, and strategic action recommendations comprise the foundation for the Mountainair Comprehensive Land Use Plan. Goals are statements that describe a future condition or state of affairs. Objectives are measurable targets set for each goal. Strategic action recommendations are a course of action to be taken, identifying the responsible party or parties, the time frame within which that action should occur, and details considered necessary to prepare for implementation. Goals, objectives, and strategies depict a preferred community vision for Mountainair, and identify how that ideal future can be realized. These recommendations can be effected by costs, scheduling, and appropriateness. A resolution adopting the Strategic Action Recommendations was approved by the Town of Mountainair on July 13, 2004 (see Appendix B).

Overview of Recommendations

Specific strategic action recommendations are presented below with a brief explanation further describing each action and priority rating. Following the explanation of each strategic action recommendation is a letter and number that corresponds to the appropriate goals and objectives. For example, A.2 would refer to the second objective under Goal A. The numbers that identify the objectives are solely for organizational purposes, and not for prioritization of objectives. These plan recommendations are placed into the same general categories used in the listing of goals and objectives, and identify a time framework in terms of the following priority ratings: short, medium, and long range actions. Short range means an action that may be achieved within a one to five year timeframe. Medium range means an action that may be achieved within a five to ten year timeframe. Long range means an action that may be achieved within a ten to twenty year timeframe. The "Ongoing" priority rating simply means that the strategic action recommendation should be carried out for the foreseeable future throughout the next 20 years (combining short, medium, and long range timing of actions). A summary of the priorities is provided at the end of these recommendations in Table 29.

Land Development Strategies

Codify all Town codes and ordinances. Codification establishes a single, formal document containing all of the adopted Town ordinances. As such, codification clears up obsolete, overlapping, and repealed laws of the Town. Although a codification was completed for the Town in 1977, there is a need to incorporate all ordinances adopted since then and reorganize the entire code of ordinances.

Priority Rating: Short Range

Inventory and protect historical buildings in Mountainair. All significant historical buildings and structures in Mountainair should be inventoried and researched to create an historical record. Prominent structures, such as the Shaffer Hotel, Weaver Apartments, Mountainair Municipal Auditorium (Dr. Robert J. Saul Recreation Center), and the Atchison, Topeka, and Santa Fe Railway Depot need to be formally recognized and preserved to the extent possible. These historic structures represent the unique history and culture of Mountainair. In a recent community survey, over 73 percent of the respondents agreed that Mountainair should preserve its historic structures and cultural elements. [A.1, A.2, A.3, A.4, P.4]
Priority Rating: Ongoing



Shaffer Hotel

Adopt and enforce land use ordinances. The character and appearance of Mountainair is greatly affected by the Town's ability to establish and administer land use ordinances. A recent survey indicated that Mountainair residents are not satisfied with the Town's appearance (i.e., the statement "Mountainair presents a pleasing community appearance" received the lowest score of agreement in the entire survey). Land use ordinances such as zoning and subdivision regulations would give Mountainair the ability to manage growth and change in the community by establishing standard procedures and criteria for development, and providing for public review and comment. [B.1, B.2, B.3, C.1, C.3, D.2, D.3, F.3, G.1]
Priority Rating: Ongoing

Adopt an official Town calendar for "beautification" days. The Town should take the lead in organizing, promoting, and advertising scheduled (e.g., quarterly by season) clean-up days to remove weeds and litter. Scheduled clean-up days could be done in coordination with the Town's solid waste operator (Estancia Valley Solid Waste Authority), local business organizations, and volunteer service-oriented groups (Boy Scouts, Girl Scouts, 4-H Club, National Honor Society, and others). [D.1]
Priority Rating: Short Range

Establish annexation policies and procedures. The Town should adopt an annexation policy resolution that sets up a standard process for making decisions regarding annexation of new territory to the Town of Mountainair. Criteria should include a clarification of purpose, costs and benefits, and anticipated long-term effects on infrastructure, facilities, and services of the Town. Annexation should be used to expand the Town's land base in particular for planned housing and development and commercial activities. [C.1, C.2, C.3]
Priority Rating: Short Range

Housing and Residential Strategies

Adopt a long range housing plan. Mountainair should adopt a comprehensive long range housing plan that provides opportunities for conventional housing, apartments and condominiums, and manufactured housing. This housing plan should recommend programs to increase the opportunities for Mountainair's high percentage of elderly residents; and should also establish requirements for mobile homes and manufactured housing units. [F.1, F.2, F.3]

Priority Rating: Medium Range



Manufactured Housing in Mountainair

Promote neighborhood organizations. The Town should encourage and support neighborhood activism through the establishment of neighborhood organizations (e.g., "Southside" or "High School" areas) to advocate improvements and generate neighborhood pride. The general mission of the neighborhood organizations would be to protect and preserve specific residential areas in Mountainair. [G.1, G.2]

Priority Rating: Long Range

Transportation Strategies

Implement a street evaluation system. The Town needs to establish a process for monitoring street conditions. A street conditions rating system can be developed to determine where street maintenance and improvements are most crucial. A street system advisory committee might be useful to the Town for developing criteria and priorities for street improvements in the Mountainair area. [H.1, H.2, I.1, I.2, I.3]

Priority Rating: Ongoing

Expand transportation alternatives. Mountainair should support a greater range of transportation opportunities. Transportation alternatives should include the following: bus, carpool, vanpool, park-and-ride services, a bicycle and pedestrian network, and aviation. In a recent community survey, 54 percent of the respondents were in agreement that bus, vanpool, carpool, and park-and-ride services should be available, while only 15 percent were in disagreement. Mountainair has a high percentage of elderly residents (17.6) that could benefit from transportation alternatives. The Town could benefit from a regional transportation system that serves neighboring communities. [J.1, J.2, J.3, J.4, J.5]

Priority Rating: Medium and Long Range

Improve and expand Mountainair's Municipal Airport. Aviation is a special transportation alternative that Mountainair should utilize. Aviation provides a vital link in the statewide transportation system, because of the large distances between communities and the low population densities. In the near future, the aviation industry is expected to develop new generations of aircraft that provide more point-to-point service to small airports, particularly in rural areas. It is important that the Town continue to improve and expand the airport to take advantage of this change in air travel. [J.5]

Priority Rating: Ongoing

Water Infrastructure Strategies

Develop and implement a water management program. The Town of Mountainair must guarantee the future water supply for the community. The Town can preserve and protect its water resources by developing and implementing a water management program that includes as a minimum the following elements: adequate water rights, conservation strategies with a drought contingency plan, safe treatment of wastewater, storm water management, and a wellhead protection plan. In a recent survey of Mountainair residents, over 82 percent of the respondents agreed that water quality and water conservation are crucial to Mountainair's future. [L.1, L.2, L.3, M.1, M.2]

Priority Rating: Ongoing

Adopt and implement a water conservation program. Recent studies indicate that the current drought conditions throughout New Mexico are the norm, while the wet period during the 1970s and 1980s is abnormal. Assuming that drought conditions may be the norm, and there will be uncertainties about future water supplies, the Town should implement a water conservation program. This program might include measures such as monitoring water use and consumption, installation of low flow devices, xeriscaping incentives, water pricing mechanisms, recycling and reuse of water, and an extensive education program to ensure voluntary public support and participation. [L.1]

Priority Rating: Short Range

Strategies for Public Service

Expand services and facilities for the elderly. Mountainair needs a greater assortment of facilities and services for the elderly. These elderly services and facilities may include retirement homes, specialized housing and community centers, and improved transportation and medical care. In a recent survey of Mountainair, over 75 percent of those surveyed agreed that the Town should provide greater support for facilities for the elderly. [F.2, J.4]

Priority Rating: Ongoing

Ensure public safety and law enforcement within the Town.

Mountainair has a basic responsibility to protect the health, safety, and welfare of the community. Mountainair does not have a Police Department, although the Town currently has agreements with the State Police and the Torrance County Sheriff's Department to provide local law enforcement. A possible solution might be a local Public Safety Department, combining the services of law enforcement, fire protection, and emergency medical treatment. Because of the high expense of law enforcement in particular, services might be effectively linked through joint use of facilities, consolidated operations, or by forms of agreement with related agencies and other governmental jurisdictions. [O.2]

Priority Rating: Ongoing

Improve fire protection services. The Town should work with the Insurance Service Office (ISO) to improve its rating to decrease the cost of fire insurance in the Town and strengthen fire safety in the community. [O.1]

Priority Rating: Ongoing

Develop a master plan for recreational areas in Mountainair.

Mountainair currently has two recreational areas: the City Park, and the Rodeo and Baseball Field. However, a recent community survey indicates that Town residents would like additional recreational facilities, primarily for children (72 percent agreed the Town needs more recreational facilities). The Town could improve recreational resources by pooling efforts with the Mountainair Public School District and with Torrance County. The Town should utilize a special, ad hoc advisory committee to develop a master plan for recreational areas in Mountainair comprised of public officials and local citizens representing the Town, County, and Mountainair Public School District. [E.1, N.1, N.2, N.3]

Priority Rating: Medium Range

Economic Development Strategies

Increase the number of jobs in Mountainair. The Town needs to work with the private sector to improve local employment opportunities, principally by recruiting jobs that would raise local income levels. According to the 2000 Census, Mountainair's median household income (\$21,146) and per capita income (\$12,566) are low, while individuals living below the poverty level are high

(24.7%). Mountainair could also help to raise local income levels by supporting education and literacy programs, and by assisting in job training programs through partnerships with local businesses and educational institutions. Strengthening the relationship between the Town and EVEDA (Estancia Valley Economic Development Association) and the local Chamber of Commerce would help promote employment growth. [P.1, P.2, P.5, P.6]

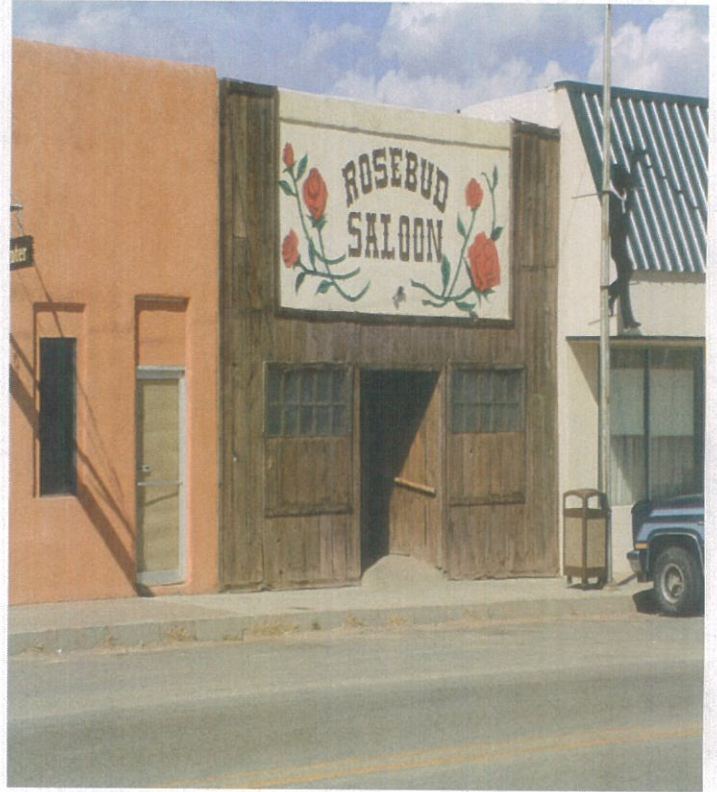
Priority Rating: Ongoing

Establish a Mountainair MainStreet Program. The Highway 60 corridor running through Mountainair is the most visited place of the community, and should be strengthened as the principal business sector and tourist destination for the Town. MainStreet is a State and Federally funded program that originated through the National Trust for Historic Preservation. The Town should develop the local organization and apply to the State for official designation as a MainStreet community. The objective would be to create a MainStreet development plan which includes traffic and pedestrian circulation, a landscape and design theme, parking management, and innovative financing for improvements. [P.3, P.4]

Priority Rating: Short Range

Improve the community infrastructure. Improving Mountainair's infrastructure is essential for the Town to attract and retain business and industry. Basic infrastructure (i.e., water, sewer, roads, telecommunications, and power) must be in suitable condition with the capacity to handle future growth. The Town should use the infrastructure capital improvements plan (ICIP) to identify and prioritize infrastructure requests, and aggressively apply for Community Development Block Grants (CDBG) to help finance these needs. The Town could greatly improve the likelihood of being awarded a grant by hiring an experienced grant writer. [P.3]

Priority Rating: Ongoing



Storefronts along Broadway Avenue

Table 29
Strategic Action Priorities

Proposed Strategic Action Recommendations	Short Range 1-5 yrs.	Medium Range 5-10 yrs.	Long Range 10-20 yrs.
Land Development Strategies			
Codify all Town codes and ordinances			
Inventory and protect historical buildings in Mountainair			
Adopt and enforce land use ordinances			
Adopt an official Town calendar for "beautification" days			
Establish annexation policies and procedures			
Housing and Residential Strategies			
Adopt a long range housing plan			
Promote neighborhood organizations			
Transportation Strategies			
Implement a street evaluation system			
Expand transportation alternatives			
Improve and expand Mountainair's Municipal Airport			
Water Infrastructure Strategies			
Develop and implement a water management program			
Adopt and implement a water conservation program			
Strategies for Public Services			
Expand facilities and services for the elderly			
Ensure public safety and law enforcement within the Town			
Improve fire protection services			
Develop a master plan for recreational areas in Mountainair			
Economic Development Strategies			
Increase the number of jobs in Mountainair			
Establish a Mountainair MainStreet Program			
Improve the community infrastructure			

APPENDIX A

TOWN OF MOUNTAINAIR
RESOLUTION No. 04-04

ADOPTING GOALS AND OBJECTIVES FOR THE COMPREHENSIVE
PLAN FOR THE TOWN OF MOUNTAINAIR

WHEREAS, The Town of Mountainair has received funding through a Community Development Block Grant administered by the New Mexico Local Government Division for the purpose of developing a Comprehensive Plan; and

WHEREAS, The Town of Mountainair has entered into a Planning Services Agreement with the Mid-Regional Council of Governments (MRCOG) to establish an organizational structure and carry out a process for the preparation of a Comprehensive Plan; and

WHEREAS, the Town of Mountainair Planning Commission has been working with the staff of the MRCOG on the development of the Comprehensive Plan since January 2003; and

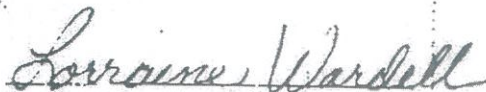
WHEREAS, the Town of Mountainair has engaged in numerous activities to solicit community input through public meetings, opinion surveys, and a public workshop; and

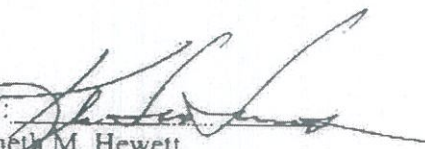
WHEREAS, the Planning Commission and the staff of the MRCOG have evaluated statistical data and conducted research concerning the Town, and have incorporated all public input into the development of Goals and Objectives for the Comprehensive Plan; and

WHEREAS, Goals and Objectives for the Town of Mountainair Comprehensive Plan have been formulated to define the Town's vision and suggest a means to achieve that vision, and may be used to provide a basis for strategic planning recommendations.

NOW, THEREFORE BE IT RESOLVED that the Town Council of the Town of Mountainair does adopt the Goals and Objectives for the Town of Mountainair Comprehensive Plan hereby attached and made a part of this Resolution.

PASSED, ADOPTED, and APPROVED this 23rd day of March, 2004, by the Town Council of the Town of Mountainair, New Mexico.


Lorraine Wardell, Mayor
Town of Mountainair

ATTEST: 
Kenneth M. Hewett
Mountainair Town Clerk

APPENDIX B

RESOLUTION No. 04-12

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF
MOUNTAINAIR NEW MEXICO, ADOPTING STRATEGIC ACTION
RECOMMENDATIONS FOR THE MOUNTAINAIR COMPREHENSIVE
PLAN.

WHEREAS, the Mountainair Town Council has undertaken a process to develop a Comprehensive Plan for the Town, funded in part by a federal Community Development Block Grant administered by the New Mexico Local Government Division, and prepared by the Mid-Region Council of Governments (MRCOG) under a Planning Services Agreement; and

WHEREAS, the Mountainair Planning Commission Steering Committee, appointed by the Town Council, has been working with the staff of the MRCOG in the development of the Comprehensive Plan document; and

WHEREAS, Goals and Objectives for the Mountainair Comprehensive Plan were adopted on March 23, 2004, by the Mountainair Town Council to serve as a guide for policy decisions regarding the future development of the Town of Mountainair; and

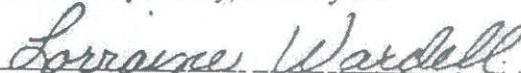
WHEREAS, the adopted Goals and Objectives have provided a foundation for the preparation of Strategic Action Recommendations which are intended to further define a comprehensive plan for the Town of Mountainair; and

WHEREAS, proposed Strategic Action Recommendations were presented for public input at an advertised public workshop on June 9, 2004; and

WHEREAS, Strategic Action Recommendations constitute the central component of the Comprehensive Plan document for the Town and provide a working basis for Plan implementation.

NOW, THEREFORE BE IT RESOLVED that the Mountainair Town Council does adopt the Strategic Action Recommendations for the Mountainair Comprehensive Plan hereby attached and made a part of this Resolution.

PASSED, ADOPTED, and APPROVED this 13th day of July, 2004 by the Mountainair Town Council.


Lorraine Wardell, Mayor

ATTEST:


Kenneth M. Hewett, Town Clerk